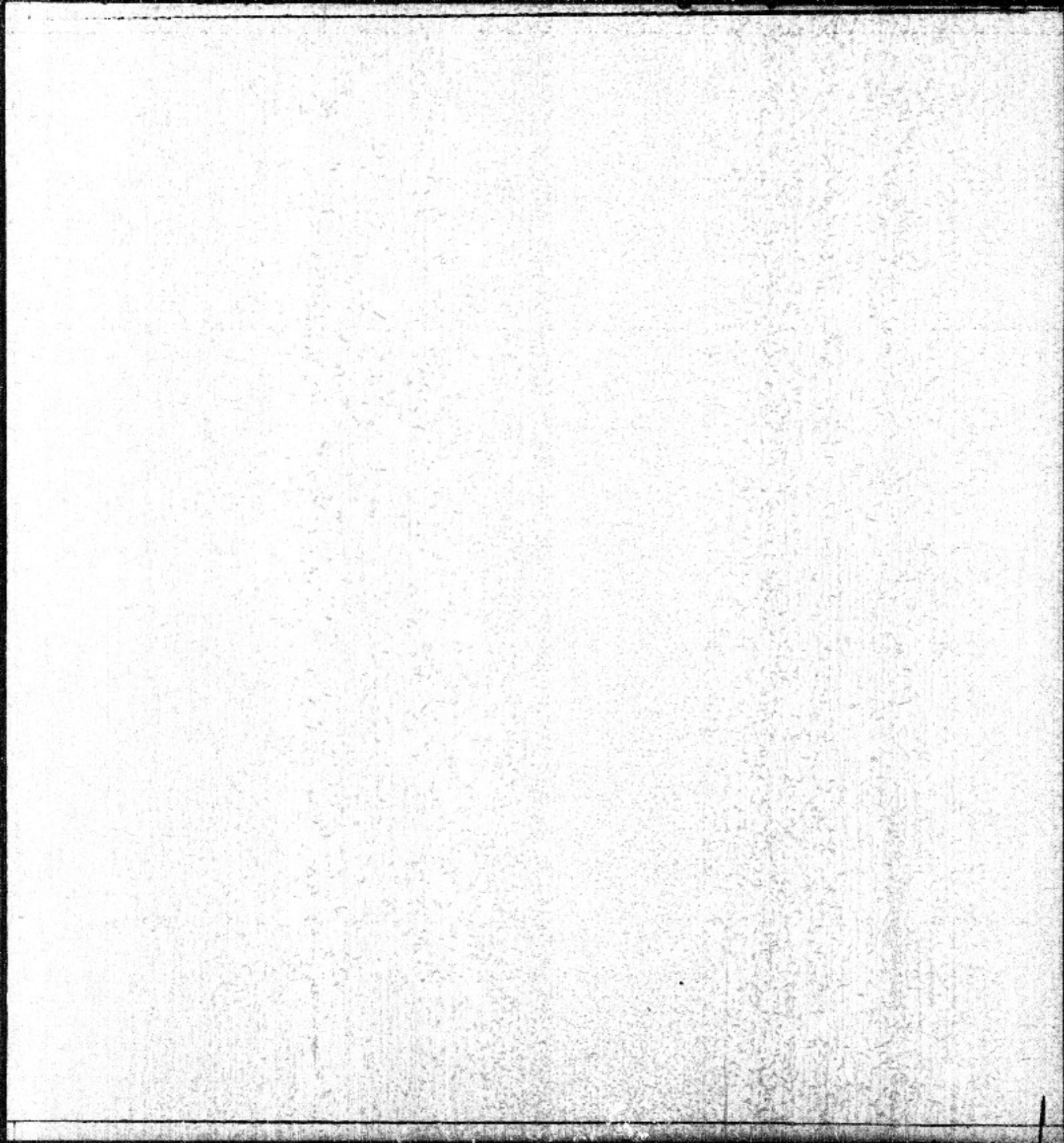


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Incident # 1

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 1947 Incident # 1
2. Time 0930
3. Location Muroc Air Field, Muroc, Calif
4. Name of observer 1st Lt Joseph C. McHenry
5. Occupation of observer Billeting Officer in Charge, Muroc AAFld.
6. Address of observer Muroc, AAFld
7. Place of observation ground - Muroc, AAFld
8. Number of objects 2 at first - 1 sometime later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 8000 ft
12. Speed 300 MPH
13. Direction of flight 320° due north heading
14. Tactics Performed a tight circle
15. Sound N/S
16. Size N/S
17. Color Silver
18. Shape disc-like or spherical
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance in distance
26. Remarks: At approximately 09:30 Lt McHenry left Post Exchange
(over)

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enroute to his office and before entering heard one of the local aircraft in the traffic pattern. Looking up he observed the aircraft and slightly to the left he saw 2 silver objects of either spherical or disc-like shape moving about 300 MPH at approximately 8000 ft heading about 320° due north. He immediately called S/Sgt Gerald E. Nauman, T/Sgt Joseph Ruvolo and Miss Jannette Marie Scotte. Witnesses all verified the sighting and the direction of the objects - all three stated that the objects were moving toward Mojave, Calif.

Witness was sure it was not an optical illusion or that the objects were not weather balloons since they traveled against prevailing wind and since the speed at which they traveled and the horizontal direction taken indicated that they were not weather balloons. Furthermore they could not remain at the same altitude so consistently if they were weather balloons. Witness then attempted to get personnel (medical officers) to further verify the sighting but by the time the additional personnel had arrived at the scene the original objects had disappeared due to the speed at which they were traveling. However, two of them sighted a third object of a silver spherical or disc-like nature at approximately 8000 ft traveling in circles over the north end of the airfield. Five out of the seven personnel saw this object. All looked away from the object several times to make sure there was no eye strain. He stated that this object performed too tight a circle to be any type of known aircraft.

Evaluation: Confirmed by other sources.

Witnesses: S/Sgt Gerald E. Nauman
T/Sgt Joseph Ruvolo
Miss Jannette Marie Scotte

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 1c
2. Time 0945
3. Location Marroc AAFld, Marroc, Calif 34° 54' N 117° 53' W
4. Name of observer S/Sgt Joseph Ruvolo
5. Occupation of observer NCO Charge Billeting Office
6. Address of observer Marroc Air Fld., Marroc, Calif
7. Place of observation Ground - Marroc
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Between 7500 or 8000 ft
12. Speed 350 - 400 MPH
13. Direction of flight Northwestern
14. Tactics N/S
15. Sound None
16. Size N/S
17. Color Silver
18. Shape Saucer or Disc shaped
19. Odor detected N/S
20. Apparent construction N/S - Apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Witness, NCO in charge of Billeting Office, Marroc AF Base,
(over)

INC FILE 1

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About 0945 Lt McHenry, Billeting Officer in Charge, upon returning from the Post Exchange contacted the witness, Sgt Buval and asked him to look up in the sky. Witness observed two (2) flying objects which appeared like two flying discs or saucer-shaped silver-colored objects flying in a northwestern direction at approximately 350 to 400 MPH at an altitude of about 7500 or 8000 ft. He could hear no motor roar and was positive that it was not a balloon.

He states: "I am of good health and sound mind and this was no hallucination"

Evaluation: Confirmed by other sources.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 1d
2. Time 1000
3. Location Murco Air Fld., Murco, Calif.
4. Name of observer S/Sgt Gerald E. Neuman
5. Occupation of observer N/S
6. Address of observer Murco Army Air Fld., Murco, Calif.
7. Place of observation ground - Murco Army Air Fld., Murco
8. Number of objects 3 objects - 2 at first, 1 later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 7,000 to 8,000 ft
12. Speed 300 to 400 MPH
13. Direction of flight Northwest direction
14. Tactics Performed tight circle - the third object - other two kept horizontal course
15. Sound N/S
16. Size N/S
17. Color N/S - gave off a definite reflection from sun
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S - apparently metallic since they reflected light
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S - Apparently in distance
26. Remarks: On 8 July 47 at 10:00 in the morning witness observed (over)

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flying discs traveling in a northwest direction at an estimated altitude of 7,000 or 8,000 ft at about 300 to 400 MPE.

Witness states he was in the Billeting Office when 1st Lt McHenry called him and 2 other witnesses outside. He was then asked what he saw. Sgt Nauman states he saw 2 objects and that he was positive that they could not have been aircraft, weather balloons or birds. Due to the altitude at which they flew they gave off a definite reflection from the rays of the sun. A few minutes later after the original two discs had disappeared he saw another object at the same altitude doing certain maneuvers such as flying in a tight circle. Its very tight maneuver precluded its being any known type of aircraft.

Witness states: "I have 20-20 vision"... "I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this."

Evaluation: Confirmed by other sources

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 47 Incident # 1e
2. Time 10:00
3. Location Muroc Army Air Field, Muroc, Calif
4. Name of observer Jennette Marie Scott
5. Occupation of observer Secretary to 1st Lt J. C. McHenry, Billeting Officer
6. Address of observer Muroc AAFld, Muroc, Calif.
7. Place of observation Ground - Muroc
8. Number of objects 3 - two the first time - 1 later
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 8,000 ft
12. Speed 300 to 400 MPH
13. Direction of flight Northwest - toward Mojave, Calif.
14. Tactics First 2 maintained straight horizontal course; the last performed a tight circle
15. Sound none - Witness heard no drone such as would come from any aircraft
16. Size N/S
17. Color Silver
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S [†] Apparently metallic
21. Exhaust trails N/S
22. Weather conditions Sunlight
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S - apparently in the distance
26. Remarks: Witness was called by Lt McHenry together with T/Sgt
(over)

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Joseph Ruvalo and S/Sgt. Gerald E. Neuman to the front of the B.O.Q. "A" Bldg. Pointing up in a direction directly above the group he asked them to explain what they saw. Witness states that she saw 2 silver-colored disc-like objects flying toward Mojave, Calif, one directly back of the other, at a speed of about 300 to 400 MPH at an altitude of approximately 8,000 ft. She listened carefully for a few minutes but could hear no drone such as occasioned by any aircraft. Casting her eyes for a moment in another direction and then looking back to the same spot she was able to distinguish the same objects again. Assured that it was not eye-strain, she was convinced the objects were not weather balloons due to the horizontal position in which they traveled. Nor could they have been birds since they reflected the sun's rays.

Some three or four minutes after the objects had nearly disappeared she saw another flying object similar to the above-mentioned objects. It was silver colored and disc-like in shape. Unlike the first two, it flew in a tight circle, neither losing nor gaining altitude, at approximately 8,000 ft. She thought it performed too tight a circle to have been any type aircraft with which she was familiar.

Evaluation: Confirmed by other sources

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by 1st Lt. Joseph C. McHenry, Billing Officer, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947, to Mr. Thomas A. McMillan, CIC S/A, this Station.

The following statement concerning the actual observance of what has been termed as a "flying Disc" or a "flying Saucer" is true and correct and it will be noted that the above mentioned observance was made by me personally while enjoying complete health in mind and body.

On Tuesday 8 July 1947, at approximately nine-thirty A.M. (09:30) I was in conversation with personnel in the Post Exchange Office. My part of this conversation was as follows:

"Someone will have to show me one of these Disc before I will believe it."

Upon leaving the Post Exchange, I went directly to my Office and before entering heard one of our local aircraft in the traffic pattern. Looking up, as I always do I observed the aircraft, and looked slightly to the left, whereupon I observed two (2) silver objects of either a spherical or disc-like shape, moving about three hundred (300) miles an hour, or perhaps less, at approximately eight thousand (8000) feet, heading at about three hundred twenty degrees (320°) due north.

When I first observed these objects I called S/Sgt Gerald E. Kauman, T/Sgt Joseph Ruvalo and Miss Jannette Marie Scotte who immediately came to where I was standing. I pointed in the direction of the objects and asked them the question "Tell me what you see up there." Whereupon, all the three (3) with sundry comments stated, "They are flying Disc". To further verify my observance I asked them to tell me in what direction the objects were traveling, without indicating their direction myself, and again, all three (3) in a consistent nature stated that the objects were moving toward Mojave, California.

I had time to look away several times and renew my vision of the objects to make sure that there were not any results of eye strain, or in any nature an optical illusion. The objects in question were not repeat, were not aircraft, the objects could not have been weather balloons released from this station, since they were traveling against the prevailing wind, and since the speed at which they were traveling and the horizontal direction in which they were traveling, disqualified the fact that they were weather balloons.

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After the observance of these phenomena and hoping that I might have time to enlist further witnesses, I immediately ran into the dispensary to get personnel who are Medical Officers to verify. For my own curiosity, the actual observance of these objects, but by the time I reached the back porch of the dispensary, Mrs. A. C. Naum, who is a registered nurse, and about seven (7) other personnel were with me, the objects, had by that time, disappeared, due to the speed with which they were traveling. Upon further investigation, two (2) of us at the same time sighted another object of a silver spherical or disc-like nature at approximately eight thousand (8000) feet, traveling in circles over the North-end. I called the objects to the attention of Mrs. Naum and pointed it out to the other personnel standing near by. All of us saw the object, with the exception of two (2) out of seven (7) personnel. All of us looked away from the object several times to make sure there was no eye strain or from permitting the object to become an optical illusion.

From my actual observance the object circled in too tight a circle and too severe a plane to be any aircraft that I know of. It could not have been any type of bird because of the reflection that was created when the object reached certain altitudes. The object could not have been a local weather balloon for it is very impossible that a weather balloon would stay at the same altitude as long and circle in such a consistent nature as did the above mentioned object.

I am familiar with the results of too constant vision of the sun or any bright object and am aware that optical illusions are possible and probable. I wish to make this statement that the above mentioned observance was that of actual subject matter.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s Joseph C. Mc Henry
1ST LT JOSEPH C. MC HENRY AC

WITNESS:

s/s Thomas A. Mc Millan
THOMAS A. MC MILLAN

CONFIDENTIAL

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

June 10

The following is a statement given by T/Sgt. Joseph Ruvalo, 4144th. AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt J. C. McHenry, Billeting Officer.

This is my own written statement of what I saw on July 8, 1947.

I am NCO in charge of the Billeting Office, this Field, and First Lieutenant Joseph C. McHenry, is Billeting Officer in Charge.

About 09:45 he was returning from the Post Exchange when he called to me to come outside and asked me to look up to where he was pointing and to my surprise I saw two (2) flying objects which appeared to me like two (2) flying disc or saucer shaped silver colored objects, flying in a northwestern direction at speed approximately 350 or 400 miles per hour and at an altitude of about 7500 or 8000 feet. I could not hear a motor roar like one of our planes and it could not have been a balloon.

I am of good health and sound mind and this was no hallucination.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s Joseph Ruvalo
S/SGT JOSEPH RUVOLO

WITNESS:

s/s Thomas A. McMillan
THOMAS A. MC MILLAN

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A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by S/Sgt Gerald E. Nauman, 4144th AAFBU, Muroc Army Air Field, Muroc, California, statement given on 14 July 1947, to 1st Lt. J. C. McHenry, Billeting Officer.

On the eight of July 1947 at ten o'clock (10:00) in the morning I observed personally two (2) flying disc, flying in a north west direction at an estimated altitude of seven or eight thousand feet, traveling at approximately three or four hundred miles per hour.

Just a few minutes before this I was in the Billeting Office and First Lieutenant Joseph C. McHenry, called me and two (2) others outside. He then asked us what we saw. I saw two (2) objects with my own eyes, and I am now and was then in perfect physical condition. I have 20-20 vision and I am positive these two (2) objects could not have been Aircraft, weather balloons or birds. Due to the altitude in which they were flying, they gave off a definite reflection from the rays of the sun.

In addition to these two (2) disc I saw another object a few minutes later at the same altitude doing certain maneuvers such as flying in a tight circle. The two disc had already disappeared. This object to my knowledge of aircraft could not have been an airplane because of the very tight maneuver it was undergoing. I have been flying in and have been around all types of aircraft since 1943 and never in my life have I seen anything such as this. If necessary I can and will swear to this statement.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s t. c. robinson
PFC T. C. ROBINSON

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

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June 12

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given on 14 July 1947, by Jannette Marie Scott, Secretary to 1st Lt J. C. McHenry, Billeting Officer, Muroc Army Air Field, Muroc, California.

I am fully aware of my Civil and Constitutional Rights, and understand prior to making this statement.

On Tuesday morning 8 July 1947, at approximately 10:00, while typing some cards, and taking care of my routine work, Lieutenant McHenry called me, along with T/Sgt. Joseph Ruvalo and S/Sgt. Gerald A. Nauman, to the front of S.O.Q. "A" Bldg. Pointing up in a direction directly above me he asked us to explain what we saw. There were two, silver colored disc like objects flying toward Mojave, California, one directly back of the other, at a speed of about 300 to 400 miles per hour, having an altitude of approximately 8000 feet. I listened carefully for a few minutes, and heard no drons, such as should be heard from any aircraft. I also cast my eyes to another direction and looking back to the same spot, I was able to distinguish the same objects again. Having assured myself that there was no eye-strain, I was convinced these objects were not weather balloons due to the horizontal position in which they were flying. Nor could they have been birds of any nature, due to the definite reflection from the sun rays.

I have been at this Base, considering an absence of six months, approximately eighteen months, and am familiar with all type aircraft.

About three or four minutes, after these flying objects had nearly disappeared, I glanced around and sighted another flying object, similar to the above mentioned objects. This flying object was silver colored and was in the shape of a disc. Unlike the first two this object was flying in a tight circle, neither losing nor gaining altitude, at approximately eight thousand feet, therefore I was convinced it could not have been a weather balloon, and because of the tight circle it could not have been any type aircraft.

This statement was given freely and voluntarily without threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

I am of sound mind and body, and swear that this statement is true and correct.

s/s Jannette Marie Scott
JANNETTE MARIE SCOTT

WITNESSES:

s/s Thomas A. McMillan
THOMAS A. MC MILLAN

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12

Incident # 1

Incident # 2

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COPY

Inc # 2

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Major Richard R. Shoop, Office of Chief of Tech. Engineering Division, Muroc Army Air Field, Muroc, California, statement given on 11 July 1947.

At approximately noon on 8 July 1947, my attention was called to an object in the air by Colonel Tilkey. I observed between five (5) and eight (8) miles to the North what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying caused the sun to reflect like an apparently aluminum colored surface. The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again. It climbed to a fairly high altitude and moved off slowly into the distance. The object appeared to be the size of a pursuit airplane but did not have the shape of a conventional plane. The time that the object was in view was approximately eight (8) minutes. This same object was seen by my wife at the same time.

This statement has been given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s richard r. shoop
MAJOR, RICHARD R. SHOOP, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

INC FILE 2

RECORDED

JUL 11 1947

MAJ. RICHARD R. SHOOP
344, 28100

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A F F I D A V I T

June 20

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given orally by Colonel Gilkey, Commanding Officer, Muroc Army Air Field, Muroc, California, given to Captain Harry D. Black, Intelligence Officer, on 11 August 1947.

Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or the objects not important enough to be reported. There was nothing clearly enough seen by the Colonel to make any further reports justifiable.

This oral statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s harry d. black
CAPT. HARRY D. BLACK, MAC

INC FILE 2

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hawilton Field, California

22

TITLE Investigation of Flying Disc. **INVESTIGATION MADE AT** Marco AFB, Marco, Calif.
FILE No. 1208-1 **CONTROLLING OFFICE** Air Defense Command, Mitchel Field.
DATE 18 August 1947 **PERIOD COVERED** 8 July 1947
STATUS OF CASE Pending

REASON FOR INVESTIGATION: Investigation initiated at request of Air Defense Command reference ltr Hq ADC, dtd 7 Jul 47, file D888.5 ID, subj: Investigation of Flying Disc.

SYNOPSIS:

On 8 July 1947, approximately 1000 hours, two incidents occurred in the vicinity of Marco Flight Test Base.

No further investigation of these incidents is being considered by this headquarters.

Distribution	Copies	Approved:
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ASD	2	
ASST ADG	2	
ASST ADI	2	
ASST ADP	2	
ASST ADQ	2	

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 8 July 1947 Incident # 2.
2. Time Approximately noon
3. Location Muroc Army Air Field, Muroc, California.
4. Name of observer Major Richard R. Shoop
5. Occupation of observer Employed in Office of Chief of Tech. Engineering Div
Major -
6. Address of observer Muroc Army Air Field, Muroc, California.
7. Place of observation Ground
8. Number of objects One (1)
9. Distance of object from observer Five (5) to eight (8) miles.
10. Time in sight Eight (8) minutes
11. Altitude fairly high altitude
12. Speed slowly
13. Direction of flight North
14. Tactics The object moved from an intermediate altitude in an oscillating fashion, almost to the surface of the ground and then started climbing again.
15. Sound not stated
16. Size pursuit airplane
17. Color aluminum colored surface
18. Shape unconventional shape
19. Odor detected not stated
20. Apparent construction apparently metallic
21. Exhaust trails not stated
22. Weather conditions not stated
23. Effect on clouds not stated
24. Sketches or photographs none
25. Manner of disappearance moved off slowly in the distance
26. Remarks: At approximately noon on 8 Jul 1947, Major Shoops, at the attention of Col. Gilkey observed five (5) to eight (8) miles to the north what appeared to be a thin metallic object. It appeared to be metallic because the method in which it was flying the sun was reflected from an apparently aluminum colored surface.

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FILE 2
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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 2a

1. Date **8 July 1947**
2. Time **Approximately noon**
3. Location **Marco Army Air Field, Marco, California.**
4. Name of observer **Col Gilkey to Capt Black**
5. Occupation of observer **Commanding Officer, Marco Army Air Field, Calif.**
6. Address of observer **Marco AAF, Marco, California.**
7. Place of observation **Ground**
8. Number of objects **one (1)**
9. Distance of object from observer **not stated**
10. Time in sight **not stated**
11. Altitude **not stated**
12. Speed **not stated**
13. Direction of flight **not stated**
14. Tactics **The object Col Gilkey saw he stated he believed at the time to be paper and of no significance or the object not important enough to be reported**
15. ~~SOUND~~
~~SOUND~~ **not stated**
16. Size **not stated**
17. Color **not stated**
18. Shape **not stated**
19. Odor detected **not stated**
20. Apparent construction
21. Exhaust trails **not stated**
22. Weather conditions **not stated**
23. Effect on clouds **not stated**
24. Sketches or photographs **none**
25. Manner of disappearance **not stated**
26. Remarks: **The following is a statement given orally by Colonel Gilkey, to Captain Harry B. Black, Intelligence officer on 11 August 1947. Colonel Gilkey, stated that the object he saw, he believed at the time to be paper and of no significance or this object not important enough to be reported there was nothing clearly enough seen by the Colonel to state by name.**

RING FILE 2

Incident # 2

Incident # 3

(CONFIDENTIAL)

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

Inc # 3

The following is a statement given by Major J. C. Wise, Test Pilot, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this station, on 13 August 1947.

On 7 July 1947, at approximately 10:10, while running up the XP- on the ground I noticed everyone was looking up into the air. Of to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 200 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

I did not have time to chase it in a P-80.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of one (1) page, and is the truth to the best of my knowledge and belief.

s/s J. C. Wise
MAJOR J. C. WISE, MC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

INC FILE 3

CONFIDENTIAL

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CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 July 1947** Incident # **3.**
2. Time **10:10**
3. Location **Maroo Army Air Field, Maroo, California.**
4. Name of observer **Major J. C. Wise,**
5. Occupation of observer **Test Pilot**
6. Address of observer **Maroo AAF, Maroo, California.**
7. Place of observation **Ground - Maroo AAF, Maroo, California**
8. Number of objects **One (1)**
9. Distance of object from observer **Off to the north about 10,000 to 12,000 feet altitude.**
10. Time in sight **not stated**
11. Altitude **10,000 to 12,000 feet**
12. Speed **200 to 225 MPH**
13. Direction of flight **heading from west to east**
14. Tactics **Oscillating in a forward whirling movement without losing altitude.**
15. Sound **not stated**
16. Size **Five (5) to (10) feet in diameter**
17. Color **yellowish white**
18. Shape **sphere**
19. Odor detected **not stated**
20. Apparent construction **assumed at first to be a weather balloon**
21. Exhaust trails **not stated**
22. Weather conditions **not stated**
23. Effect on clouds **not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **not stated** **INC FILE #3**
26. Remarks:

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REMARKS:

Statement given by Major J. C. Wise, Test Pilot, Muroc Army Air Field, Muroc, California.

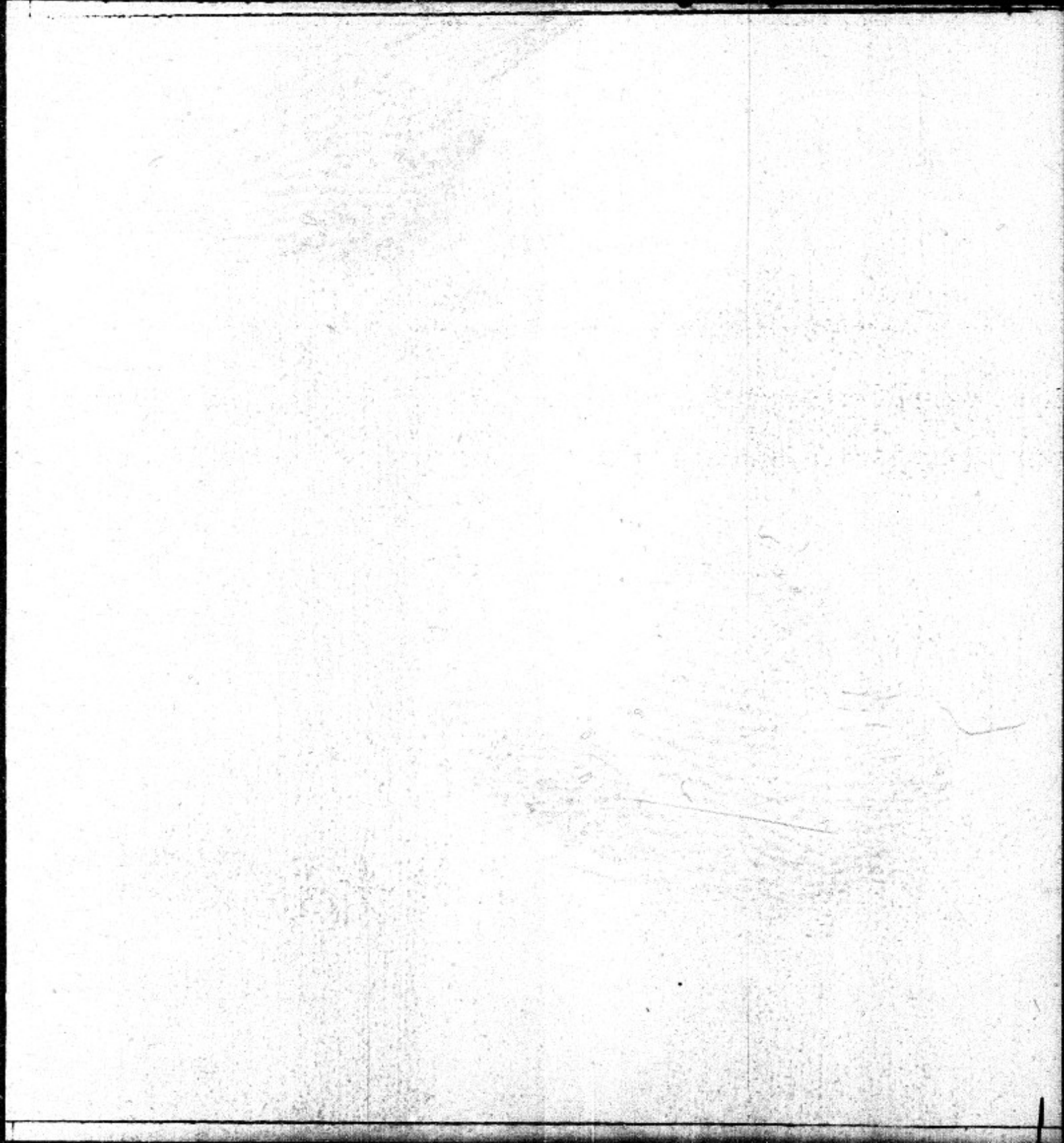
On 7 July 1947, at approximately 10:10, while running up the XP-61 on the ground I noticed everyone was looking up into the air. Off to the north about 10,000 to 12,000 feet altitude, was an object that I assumed at first to be a weather balloon, but after looking at it for a while I noticed that it was oscillating in a forward whirling movement without losing altitude. It was traveling about 220 to 225 MPH, and heading from west to east.

The object was yellowish white in color and I would estimate that it was a sphere about 5 to 10 feet in diameter.

INC FILE 3 CONFIDENTIAL

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Incident # 3

Incident # 3

Incident # 4

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **6 July 1947** Incident # 4.
2. Time **11:50**
3. Location **Area # 3, Rogers Dry Lake, California.**
4. Name of observer **Captain John Paul Strapp**
5. Occupation of observer **Flight Test**
6. Address of observer **Maroo Army Air Field, Maroo, California.**
7. Place of observation **Observation Track, Area #3, Rogers Dry Lake, Calif.**
8. Number of objects **One (1)**
9. Distance of object from observer **20,000 feet**
10. Time in sight **90 seconds**
11. Altitude **Lower than 20,000**
12. Speed **slower than the maximum velocity 50-60 aircraft**
13. Direction of flight **Slightly north of due west against prevailing wind**
14. Tactics **rotation or oscillation of slow type (suggested by 2 fins or ribs on the upper surface which crossed each other at intervals)**
15. Sound **not stated**
16. Size **About 50^{ft}**
17. Color **silvery**
18. Shape **resembled a parachute canopy at first then assumed ovaler shape**
19. Odor detected **not stated**
20. Apparent construction **It presented a distinct ovaler outline, with two (2) projections on the upper surface which might have been thick fins or ribs. These crossed each other at intervals, suggesting either rotation or oscillation**
21. Exhaust trails **None**
22. Weather conditions **not stated**
23. Effect on clouds **not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **It turned to a level and then fell into line of vision of the observer**
26. Remarks: **(over)**

INC

FILE 4

(over)

CONFIDENTIAL

CONFIDENTIAL

On the 6 July 1947 at 11:00 the undersigned was sitting in an observation truck located in Area 23, Rogers Dry Lake, was looking upward toward a formation of two (2) P-51's and an A-26 aircraft flying at 20,000 feet, preparing the carry out of a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which ejected thirty minutes later. As it fell it drifted slightly north of due west against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity of P-51 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct oval outline, with two (2) projections on the upper surface which might have been thick fins or ribs. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propeller arcs, engine noise, or other discernible or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that comes into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 90 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people inside:

Mr. Lann - Civilian, Wright Field, Dayton, Ohio.
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was a manmade object, as evidenced distinctly by the outline and functional appearance.
2. It's size was not far from 25 feet with a parachute canopy.
3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other species of a cause.

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CONFIDENTIAL

COPY

A F F I D A V I T

STATE OF CALIFORNIA)

COUNTY OF KERN)

The following is a statement given by Captain John Paul Strapp, Flight Test, Muroc Army Air Field, Muroc, California, statement given to Mr. Thomas A. McMillan, CIC Agent, this Station, on 12 August 1947.

At 11:50 hours, 8 July 1947, while the undersigned was sitting in an observation truck located in Area # 3, Rogers Dry Lake, for the purpose of observing a P-32 ejection seat experiment, the following unfamiliarity was observed.

The undersigned was gazing upward toward a formation of two (2) P-32's and an A-26 aircraft flying at 20,000 feet, preparing to carry out a seat ejection experiment, when I observed a rounded object, white aluminum in color, which at first resembled a parachute canopy. The first impression was that a premature ejection of the seat and dummy had occurred. This body was ejected at a determined height lower than 20,000 feet, and was falling at three (3) times the rate observed for the parachute which was ejected thirty minutes later. As it fell it drifted slightly north of due west against the prevailing wind, toward Mount Wilson. The speed, horizontal motion could not be determined, but appeared slower than the maximum velocity 50-60 aircraft.

As this object descended through a low enough level to permit observation of its lateral silhouette, it presented a distinct oval outline, with two (2) projections on the upper surface which might have been thick fins or nocks. These crossed each other at intervals, suggesting either rotation or oscillation of slow type.

No smoke flames, propeller arcs, engine noise, or other clueable (?) or visible means of propulsion were noted. The color was silvery, resembling aluminum painted fabric, and did not appear as dense as a parachute canopy.

When the object dropped to a level such that comes into line of vision of the mountain tops, it was lost to the vision of the observer.

It is estimated that the object was in line of vision about 90 seconds. Of the five (5) people sitting in the observation truck, four (4) observed this object and made remarks about it. These people include:

Mr. Lenz - Civilian, Wright Field, Dayton, Ohio
(Other names not given)

The following is my own personal opinions about this object:

1. I think it was a man-made object, as evidenced distantly by the outline and functional appearance.

INC FILE #

CONFIDENTIAL

(CONFIDENTIAL)

COPY

2. It's size was not far from 25 feet with a parachute canopy.
3. The path followed by this object appeared as though it might have been dropped from a great height.

Seeing this was not a hallucination or other farsies of a sense.

This statement was given freely and voluntarily without any threats or promises under duress. This statement consists of two (2) pages, and is the truth to the best of my knowledge and belief. I have initialed all corrections deemed necessary.

s/s John Paul strapp
CAPTAIN JOHN PAUL STRAPP, AC

WITNESS:

s/s thomas a. mc millan
THOMAS A. MC MILLAN

REC'D FILE 4

CONFIDENTIAL

4

Incident # 4

Incident # 5

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 5
2. Time **1305**
3. Location **Portland, Oregon**
4. Name of observer **Kenneth A. McDowell**
5. Occupation of observer **Patrolman, Portland City Police**
6. Address of observer **Portland City Police Dept., Portland, Oregon**
7. Place of observation **Parking lot back of police station**
45° 10' N 122° 33' W
8. Number of objects **5**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **Great speed**
13. Direction of flight **2 discs flying south, 3, in easterly direction**
14. Tactics **Hopped up and down in oscillating motion at great speed**
15. Sound **None**
16. Size **3/4" Large**
17. Color **Could not be determined**
18. Shape **Round - disc-shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S - No visible signs of propulsion observed**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Quickly - before any detailed observation could be made**
26. Remarks:

INC FILE 5

(over) **CONFIDENTIAL**

CONFIDENTIAL

Officer McNeill stated that at approximately 1:05, 4 July 1947 while he was on duty at President St and loading the pigeons in the pigeon loft back of the station he noticed that the pigeons became quite excited over something and fluttered in the air. Officer McNeill in looking around to see what had disturbed them saw 5 large discs in the air east of Portland; two discs flying south and three flying in an easterly direction. He stated he could determine no color to the discs but advised they were dipping in an up and down oscillating motion and were traveling at great speed. He was unable to give an estimate of the speed or altitude of the discs as they were out of sight before any detailed observation could be made. Officer McNeill advised that he notified the Police Radio who immediately broadcast an alert. He saw no indication of any motivating force nor heard any sound coming from the discs and could give no description other than round.

CONFIDENTIAL

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CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.5/ID

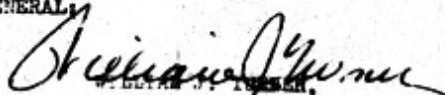
5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

Attached MOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:



WILLIAM J. SORENSEN,
CWO, U. S. Army,
Asst. Adjutant General.

2 Incls:

1. MOIC Sorensen 7 Jul 47. (dup)
2. Newspaper clipping dtd
5 Jul 47 (dup)

Info Cy to: Air Defense Command
Mitchel Field, N.Y.

INC FILE 5

CONFIDENTIAL

CONFIDENTIAL

UNEXPLAINED FLYING DISCS
7 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. At 1305, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 916 S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Morrison at 10th Avenue, had called in advising the dispatcher of the flying objects.

Incl # 5

2. This agent interviewed Officer McDowell who stated at approximately 1305, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating motion and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

Incl # 6

3. This agent interviewed Sergeant Claude Cross, Oregon State Police Officer on duty at District Number 1 Station, Milwaukie, Oregon. Cross stated upon hearing the radio alert he went outside and upon looking in an Easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a Northwesterly direction. Cross advised he noticed a whitish brown glint to these objects as the sun reflected from them. Cross was unable to give any other description nor could he judge the objects speed or altitude. No sound was made by the objects.

Incl # 7

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 124 Southeast 15th Avenue, Portland, Oregon, Patterson advises he was a former Air Corps pilot during the war. He stated that the time the radio alert sounded, he was at Southeast 82nd and Foster Road, Portland, and upon getting out of his car he saw one disc flying in a Southwesterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing the exact size of the object it is difficult to determine the altitude, he estimates its altitude at 30,000 feet.

Patterson further advised the flying disc was definitely some type of aircraft but he could not give any further description as its speed made observation difficult. He heard no sound coming from the flying objects.

Keith A. Sorenson, S/A CIG, Sixth Army

ENC FILE 5

Incl # 1

CONFIDENTIAL

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS
7 July 1947

29
July 4 1947

5. This agent interviewed W. A. Lissy and D. W. Ellis, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a Southerly direction away from Portland, They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any motivating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being visible from the ground. Ground temperature at this time was 82 degrees Fahrenheit.

RECEIVED
JUL 10 1947

Keith A. Sorensen, S/A CIC, Sixth Army

INC FILE 75

CONFIDENTIAL

5

(CONFIDENTIAL)

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

"PROWL CARS SPOT DISKS IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardsman who claims to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:06 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two prowl cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolmen Walter Lissy and Robert Ellis in Car No. 82, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car No. 13 stopped at SE 82d avenue and Foster road to look eastward from where the disks were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former aircorps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stepped out when they heard the all-car alert. Capt. K. A. Prehn, Harbor Pilot, A. T. Austed and Patrolman K. C. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Prehn said the flashes kept them from ascertaining whether there were three or six.

"The disks would oscillate and sometimes we would see a full disk, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny chromium hub cap off a car which wobbled, disappeared and reappeared."

There was a plane in the sky at the time, but all were emphatic that the disks were not planes.

Incl #2

CONFIDENTIAL

INC FILE 5

5

CONFIDENTIAL

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

AIRLINES CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

Circumstantial reports of flying disks in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardsman near Seattle, as well as from Portland area police and citizens.

E. J. Smith, captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:04 p.m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryman, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Metcalfe, 19, Oaks Lausement park employe, reported that he saw several objects "like spinning disks" in the sky Friday. He said several picnickers, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies John Sullivan, Clarence McKay and Fred Krives heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

OTHERS DOUBTFUL.

Col. G. R. Dodson, commander of the Oregon national guard, made an inspection of this area from the air after the disks were reported here. He said he saw nothing "suspicious."

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Holgate moorage, gave his opinion that the objects were cottonwood blossoms.

Burl Nollsch, 64, of 6604 N. Barrage avenue, telephoned the Journal to berate the newspapers for "perpetuating a hoax." He said he saw objects in the sky about a minute after an airplane passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

INC FILE

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CONFIDENTIAL

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Macadam avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE 21st Avenue, reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas W. Dwyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p.m. He reported another, headed northeast, over his home at 5:30 p.m.

C. J. Bagne, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 NE 65th avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured $23\frac{1}{2}$ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 5 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. F. Smith, Rt 2, Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when --

CONFIDENTIAL

PINC FILE 5

Incident # 5

Incident # 6

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 6
2. Time 1305
3. Location Milwaukee, Oregon
4. Name of observer Sergeant Claude Cross
5. Occupation of observer Oregon State Police Officer
6. Address of observer District #1, Milwaukee, Oregon
7. Place of observation Police station
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Undetermined
12. Speed ~~N/S~~ Terrific
13. Direction of flight Northwest
14. Tactics Three discs following each other at terrific speed
15. Sound None
16. Size N/S
17. Color Whitish brown glint as the sun was reflected from them
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

ENC FILE 6

RESTRICTED

RESTRICTED

Cross saw three discs following each other at an undetermined altitude at terrific speed, traveling in a northwesterly direction. He noticed a whitish brown glint to them as the sun reflected from them. Could give no other description nor could he judge the speed or altitude. No sound was made by the objects.

RESTRICTED

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA / W⁸
833.3 ID

15 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AN-2

Attached NOIC and newspaper clipping forwarded your office in compliance with letter from Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

2 Incls:

1. NOIC Sorenson 7 Jul 47. (dup)
2. Newspaper clipping dtd 5 Jul 47 (dup)

Info Cy to: Air Defense Command
Mitchel Field, N.Y.

PING FILE- 6

RECEIVED
AUG 11 4 56 PM '47
UNITED STATES AIR FORCE
HEADQUARTERS

CONFIDENTIAL

dm 5

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS
7 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. At 1205, 4 July 1947, a radio alert was issued via the Portland City Police Radio, advising all cars and listeners that some fast flying objects were in the air over Portland and vicinity. Upon contacting the radio dispatcher, this agent was advised that Kenneth A. McDowell, Patrolman, Portland City Police Department, residing at 916 S. E. Bush Street, Portland, Oregon, on duty at Precinct #1, Portland City Police, Southeast Morrison at 10th Avenue, had called in advising the dispatcher of the flying objects.

2. This agent interviewed Officer McDowell who stated at approximately 1205, 4 July 1947, he was on duty at Precinct #1, and was in the parking lot back of the Police Station, feeding the pigeons. At this time the pigeons became very excited over something and fluttered in the air all at once. Officer McDowell stated in looking around to see what had disturbed them, he saw five large discs in the air to the East of Portland two discs flying South and three flying in an Easterly direction. Officer McDowell stated he could determine no color to the discs, but advised they were dipping in an up and down oscillating action and were traveling at a great speed. He was unable to give an estimate of the speed or altitude of these discs as they were out of sight before any detailed observation could be made. Officer McDowell advised he notified the Police Radio who immediately broadcast an alert. Officer McDowell advised he saw no indication of any motivating force or heard any sound coming from these discs and could give no description other than round.

3. This agent interviewed Sergeant Claude Cross, Oregon State Police Officer on duty at District Number 1 Station, Milwaukie, Oregon. Cross stated upon hearing the radio alert he went outside and upon looking in an Easterly direction he saw three discs following each other at an undetermined altitude and at a terrific speed, traveling in a Northwesterly direction. Cross advised he noticed a whitish brown glint to these objects as the sun reflected from them. Cross was unable to give any other description nor could he judge the objects speed or altitude. No sound was made by the objects.

4. This agent interviewed Earl E. Patterson, Patrolman, Portland City Police Department, and residing at 124 Southeast 15th Avenue, Portland, Oregon. Patterson advised he was a former Air Corps pilot during the war. He stated that the time the radio alert sounded, he was at Southeast 54th and Foster Road, Portland, and upon getting out of his car he saw one disc flying in a Southwesterly direction over Portland. Patterson advised this disc was aluminum in color, left no vapor trail or smoke trail and was traveling at a terrific speed, faster than he has ever seen any flying object before. Patterson further advised, although not knowing the exact size of the object it is difficult to determine the altitude, he estimates its altitude at 20,000 feet.

Patterson further advised the flying disc was definitely some type of aircraft but he could not give any further description as its speed made observation difficult. He heard no sound emitted by the flying objects.

Edith A. Severson, S/A CID, State Army

CONFIDENTIAL

File # 1

FILED
PINC

(CONFIDENTIAL)

UNEXPLAINED FLYING DISCS

7 July 1947

5. This agent interviewed W. A. Lisny and D. W. Ellis, both Patrolmen, Portland City Police Department and both possess private pilots licenses. Both officers advised that upon hearing the radio alert, they saw three flat round discs, having a white color to them. These discs were, according to these officers, flying at a terrific speed in a southerly direction away from Portland. They described them as flying in a straight line formation, the last disc fluttering very rapidly in a side way arc. They further advised the discs were equally spaced and kept in formation. Both officers estimated the discs altitude at 40,000 feet. They saw no evidence of any motivating powers and vapor trails or smoke trails. Both officers stated these discs were traveling so fast, they were out of sight before any detailed observation could be made, or any sound could be heard.

AGENT'S NOTE: All informants mentioned herein are known to this agent as very dependable and trustworthy officers, not being afflicted with hallucinations. The weather in the Portland area at this time was clear with little or no cloud formations being visible from the ground. Ground temperature at this time was 82 degrees Fahrenheit.

9 576 ONIA

RECEIVED
AUG 11 4 56 PM '47
COMMUNICATIONS SECTION
HEADQUARTERS, USAF

Keith A. Swenson, SA USAF, Staff Army

CONFIDENTIAL

CONFIDENTIAL

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

"PROWL CARS SPOT DISKS IN SKY HERE"

Whatever they are, there are some disk-like objects flying around in the sky.

Or else eight Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardsman who claims to have photographed one near Seattle, are all wrong.

In Portland the alert was sounded over police radio at 1:06 p.m. Friday, after the East Side station received a score of calls that the disks were overhead. Within seconds, two prowl cars reported spotting the mystery craft.

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A former aircorps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disk could change direction at a 90-degree angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stopped out when they heard the all-car alert. Capt. E. A. Prehn, Harbor Pilot, A. I. Austed and Patrolman E. G. Hoff all saw the objects and said they appeared to be going south high over the Globe mills at terrific speed. Capt. Prehn said the flashes kept them from ascertaining whether there were three or six.

"The disks would oscillate and sometimes we would see a full disk, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny chrome hub cap off a car which wobbled, disappeared and reappeared.

There was a plane in the sky at the same time, but all were emphatic that the disks were not planes.

INC FILE 6

July 2²

CONFIDENTIAL

CONFIDENTIAL

FROM THE OREGON JOURNAL - 5 July 1947, Portland, Ore.

AIRLINES CREW CONFIRMS REPORTS OF FLYING DISKS: FIVE SPOTTED.

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"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outsped us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardsman Frank Ryan, 27, reported to United Press that he snapped a picture from the front porch of his home which showed a "white saucer" flying over the north end of Lake Washington.

Acme News Pictures, New York City, said a 7x9 inch print of the photograph showed two tiny dots, one of which was a flaw in the print.

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OTHERS DOUBTFUL.

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Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the disks. Al P. Sanford, Helgate mortgage, gave his opinion that the objects were cottonwood blossoms.

Burl Hellsch, 64, of 8804 E. Burroughs avenue, telephoned the Journal to berate the newspaper for "perpetuating a hoax." He said he saw objects in the sky about a minute after airplanes passed over his house. To him the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

PING FILE 2

JUL 11 1947
COMMUNICATIONS SECTION
AUGUST 1947

CONFIDENTIAL

CONFIDENTIAL

From the Oregon Journal - continued.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Macadam avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p.m.

The objects did not appear high, he said, and were traveling so fast that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic disks glinting in the sunlight.

Later, he said, he and neighbors saw a single disk-like object flying north far away and very high.

At 4:30 p.m., Mrs. Lawrence J. Hayward, 6124 NE 21st Avenue, reported sighting a disk "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas A. Dayer, 1232 NE 89th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p.m. He reported another, headed northeast, over his home at 5:30 p.m.

G. J. Bagne, Tigard, reported that four disks flew past Mount Jefferson at about 11 a.m. while he was driving near Redmond.

Sherman Cook, 2000 NE 65th avenue, recovered from Rose City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying disks. The paper, of low quality, measured 23½ x 36 inches.

SILVERED DISKS, DROPPED BY PLANE.

EUGENE, July 6 -(AP)- A Eugene railroad cashier said Friday he saw silvered disks being dropped out of a light airplane flying over this city.

E. F. Smith, Rt 2, Eugene, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Eugene street when --

RECEIVED

JUL 11 1950

COMMUNICATIONS SECTION
JUL 11 1950

CONFIDENTIAL

Incident # 6

Incident # 7

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 7
2. Time **1305**
3. Location **Oregon**
4. Name of observer **Earl E. Patterson**
5. Occupation of observer **Patrolman - former Air Corps pilot**
6. Address of observer **124 Southeast 13th Avenue, Portland, Oregon**
7. Place of observation **Southeast 82d and Foster Road, Portland**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **Approx 30,000 ft**
12. Speed **Terrific - faster than any speed witness had ever seen**
13. Direction of flight **Southeasterly direction over Portland**
14. Tactics **N/A** **Performed 90° angle without difficulty - thought to be radio controlled**
15. Sound **None**
16. Size **N/S**
17. Color **Aluminum**
18. Shape **disc**
19. Odor detected **None N/S**
20. Apparent construction **N/S** **Apparently metallic or eggshell white didn't reflect light**
21. Exhaust trails **None**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

PINC FILE 7

RESTRICTED

From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9a)

Whatever they are, there are some disc-like objects flying around in the sky.

Or else eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a coastguardman who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radio at 1:06 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within seconds, two patrol cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolman Walter Lacey and Robert Hillis in Car No. 82, who stopped near Oaks Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the side of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car no. 13 stopped at SE 5th Avenue and Foster road to look toward from where the discs were reported. Telephone calls located them coming out of the man. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former air Corps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

Members of the harbor patrol at the foot of NW Irving street stopped out when they heard the all-car alert. Sgt. K. A. Fries, Harbor Pilot, A. E. Ansted and Patrolman K. G. Huff all saw the objects and said they appeared to be going south high over the Clatsop hills at terrific speed. Sgt. Fries said the flashes kept them from ascertaining whether there were three or six.

"The discs would oscillate and sometimes we would see a full disc, then a half-moon shape, then nothing at all," he reported. The objects looked more like a shiny aluminum hub cap off a car which wobbled, disappeared and reappeared.

There was a plane in the sky at the time, but all were certain that the discs were not planes.

ENC FILE 7

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AIRLINES CREW CONFIRMS REPORTS OF FLYING DISCS. FIVE SPOTTED.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

E. J. Smith, Captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 5:04 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects dimmed, and we were unable to tell whether they outsped us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardman Frank Ryan, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Ames News Pictures, New York City, said a 7x5" print of the photograph showed two tiny dots, one of which was a flaw in the print.

Don Metcalf, 19, Coke Amusement park employe, reported that he saw several objects "like spinning discs" in the sky Friday. He said several witnesses, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Clarence McKay and Fred Krivos heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHERS DUBIOUS

Col. G. R. Adams, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "suspicious".

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

4
JAN 27 1947
FILE

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. Al F. Sanford, Holgate manager, gave his opinion that the objects were attenuated balloons.

Earl Mallock, 64, of 6604 N. Burrage Avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Macadam Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in two to four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Hayward, 6124 NE 21st Ave., reported sighting a disc "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas W. Dyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m.

G. J. Ragan, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Sherman Coe, 2000 NE 65th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 2 1/2 x 3 1/2 inches.

SILVERED DISCS, DROPPED BY PLANE.

MEMPHIS, July 5 (AP) — A Eugene railroad conductor said Friday he saw silvered discs being dropped out of a light airplane flying over this city.

E. F. Smith, 28 1/2, Eugene, an assistant conductor for the Southern Pacific Railroad, said he was driving on a Eugene street when --

7-1-47
7

Incident # 7

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 5a
2. Time 1305
3. Location Portland, Oregon
4. Name of observer D. W. Ellis
5. Occupation of observer Patrolman
6. Address of observer Portland City Police Dept., Oregon
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Approx 40,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last which flutter to side in arc
15. Sound None
16. Size N.S.
17. Color White
18. Shape Disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formation visible from ground
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

PINC FILE - 8

RESTRICTED

RESTRICTED

Patrolman D. W. Ellis (also a private pilot) perceived three flat round discs which flew at terrific speed in straight line formation, the last disc fluttering very rapidly in a side-way arc. He saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 82°F with little or no cloud formation.

NOTE: Corroborated account. Witnessed by Patrolman W. A. Lissy (also a private pilot) Both very dependable & trustworthy officers

RESTRICTED

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 47 Incident # 8
2. Time 1305
3. Location Portland, Oregon
4. Name of observer W. A. Lissy
5. Occupation of observer Patrolman - also a private pilot
6. Address of observer Portland City Police Dept.
7. Place of observation ground
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight E/S
11. Altitude 10,000 ft
12. Speed terrific
13. Direction of flight South
14. Tactics Straight-line formation except last disc fluttered to side in arc
15. Sound None
16. Size N/S
17. Color white
18. Shape disc
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear - with little or no cloud formations visible from ground.
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (Over)

WING FILE 8

RESTRICTED

RESTRICTED

Patrolman W. A. Liagy of the Portland City Police Department possesses a private pilot license. He perceived three flat round discs which flew at terrific speed in straight line formation the last disc fluttering very rapidly in a side-way arc. They saw no evidence of any motivating powers and there were no vapor or smoke trails. No sound could be heard. Ground temperature was 82°F with little or no cloud formation.

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RESTRICTED

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From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9a)

Whatever they are, there are some disc-like objects flying around in the sky.

Or else eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Boise, Idaho, and a newspaperman who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radios at 1:06 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within seconds, two patrol cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolman Walter Long and Robert Ellis in Car No. 82, who stopped near Gabe Park. Both World War II veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects moved erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car no. 13 stopped at SE 23d Avenue and Foster road to look eastward from where the discs were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southwest. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former air Corps veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

Members of the harbor patrol at the foot of SE Irving street stopped out when they heard the all-car alert. Capt. E. A. Frick, Harbor Pilot, A. T. Astad and Patrolman E. C. Hoff all saw the objects and said they appeared to be going south high over the Gabe hills at terrific speed. Capt. Frick said the flashes kept them from ascertaining whether there were three or six.

"The discs would oscillate and sometimes we could see a full disc, then a half-disc shape, then nothing at all," he reported. The objects looked more like a shiny aluminum hub cap off a car which whizzed, disappeared and reappeared.

There was a plane in the sky at the time, but all were certain that the discs were not planes.

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"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outped us or disintegrated."

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardman Frank Ryan, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

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Don Metcalfe, 19, Oaks Amusement park employe, reported that he saw several objects "like spinning discs" in the sky Friday. He said several picnickers, including a woman pilot noticed them.

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OTHERS SIGHTED

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Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Lawrence J. Hayward, 6124 NE 21st Ave., reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas W. Dyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m.

G. J. Bogue, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Sherman Coe, 2000 NE 65th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 35-1/2 x 36 inches.

SILVERED DISC, DROPPED BY PLANE.

MEMPHIS, July 5 (AP) A Bogue railroad engineer said Friday he saw silvered discs being dropped out of a light airplane flying over this city

E. F. Smith, 24 1/2 Bogue, an assistant engineer for the Southern Pacific Railroad, said he was driving on a Bogue street when --

Incident # 9

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 9
2. Time **1305**
3. Location **Portland, Oregon**
4. Name of observer **Capt. K. A. Prohn**
5. Occupation of observer **Harbor Pilot.**
6. Address of observer **Ft NW Irving St., Portland**
7. Place of observation " " "
8. Number of objects **3 to 6 - unable to ascertain**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **High**
12. Speed **terrific**
13. Direction of flight **South over the Globe Mills**
14. Tactics **oscillated, wobbled, disappeared & reappeared.**
15. Sound **N/S**
16. Size **N/S**
17. Color **chromium - shiny**
18. Shape **full disc, half-moon shape, then nothing.**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **N/S**
25. Manner of disappearance **disappeared and reappeared**
26. Remarks: **(over)**

INC FILE 9

RESTRICTED

RESTRICTED

Members of the harbor patrol at the foot of 27 Irving Street stopped out when they heard the all-car alert. Capt. K. A. Frahm, Harbor Pilot, A.T. Austed and Patrolman K. C. Hoff, all saw the objects and said they appeared to be going south high over the Glove Hills at terrific speed. Capt. Frahm said the flashes kept them from ascertaining whether there were three or six.

"The discs would oscillate and sometimes we would see a full disc, then a half-moon shape, then nothing at all," he reported. The objects looked sure like a shiny chromium hub cap off a car which whizzed, disappeared and reappeared!

There was a plane in the sky at the time, but all were emphatic that the discs were not planes.

RELIABILITY: Corroborated report

RESTRICTED

From the Oregon Journal - 5 July 1947, Portland, Oregon
(Reference incidents 5, 6, 7, 8 and 9a)

Whatever they are, there are some disc-like objects flying
in the sky.

Or else eight (8) Portland area policemen and deputy sheriffs
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United Air Lines plane over Boise, Idaho, and a coastguardman who
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No. 82, who stopped near Oaks Park. Both World War II veterans and civilian
pilots, they sighted three of the objects within 30 seconds traveling at
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objects it would be impossible to judge their speed or altitude.

Patrolman Earl Faltstrom in car no. 13 stopped at SE 53rd Avenue and
Foster road to look southeast from where the discs were reported. Telephone
calls located them coming out of the sun. He saw nothing, but a few seconds
later observed one coming out of the west and heading southeast. The craft
seemed to be aluminum or eggshell white and didn't flash or reflect light,
he said.

OBJECTS UNIDENTIFIED.

A former air Corps veteran, he said the object was unlike any plane he'd
ever seen. He thought it appeared radio-controlled because the disc could
change direction at a 90° angle without difficulty.

Members of the harbor patrol at the foot of SW Irving Street stopped and
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1 INC FILE 9

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H. J. Smith, Captain of the airplane, told United Press that he sighted five "something" which were "skin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 8:04 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outped us or disintegrated.

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"We can't say whether they were saucer-like, oval or anything else," the captain said, "but whatever they were, they were not another aircraft, nor were they smoke or clouds."

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OTHERS DUBIOUS.

Col G. E. Nelson, commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "unusual".

Only known military airplanes in the air at the time of the reports were 25 B-29 bombers near Astoria.

ORIGINAL FILE 19

Pa

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Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Laurence J. Hayward, 6124 NE 21st Ave., reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas W. Dyer, 1252 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his house at 5:30 p. m.

G. J. Egan, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Sherman Coe, 2000 NE 67th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 35 inches.

SILVERED DISCS, REPORTED BY FLIGHT.

RUSH, July 5 (AP) A Eugene railroad worker said Friday he saw silvered discs being dropped out of a light airplane flying over this city

E. F. Smith, 21 S. Eugene, an assistant conductor for the Southern Pacific Railroad, said he was driving on a Eugene street when --

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Incident # 9

Incident # 10

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 10
2. Time **8:04 P. M.**
3. Location **Shushy Boise, Idaho**
4. Name of observer **Capt E. J. Smith**
5. Occupation of observer **UAL Pilot**
6. Address of observer **UAL Office Boise**
7. Place of observation **Air - ~~after landing~~ ^{Over Emmett, Id.}**
8. Number of objects **9 - 5 at first, then 4 more**
9. Distance of object from observer **N/S**
10. Time in sight **N/S - but followed them for about 45 miles**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **Northwest**
14. Tactics **preserved "loose formation"**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **Could not be ascertained but appeared thin and smooth on the bottom and rough on the top**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S** **however, a sunset was mentioned**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Could not be ascertained**
26. Remarks: **(1. see)**

INC FILE 7 10

CONFIDENTIAL

CONFIDENTIAL

Capt E. J. Smith, UAL Pilot, enroute to Seattle reported that he and the entire crew of the westbound UAL plane saw nine flying discs near Emmett, Idaho. At first he saw 5 discs flying what appeared to be a "loose formation." They called Harry Harvon, Stenwood, to the cockpit to verify that they were actually seeing the discs. She saw them too. Then they saw 4 more of them, three cluster together, and a 4th flying by itself, way off in the distance.

Capt Smith described them as follows:

5 "somethings" which were "thin and smooth on the bottom and rough appearing on top." Silhouetted against sunset shortly after the plane took off at 8:04 p. m. "We saw them clearly," he reported. "We followed them in a northwesterly direction for about 45 miles. Finally they disappeared. We were unable to tell whether they outped the plane or disintegrated.

He couldn't determine the shape. "We can't say whether they were saucer-like, oval or anything else," "But whatever they were, they were not other aircraft, nor were they smoke or clouds."

RELIABILITY: Corroborated report by a UAL Pilot

INC FILE 10

CONFIDENTIAL

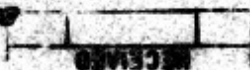
Incident
WAF 1208 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, Captain Smith, of the United Airlines, was interviewed at the Boise Municipal Airport, Boise, Idaho. Captain Smith was passing through Boise on a schedule flight at the time and had a 20 minute stop-over. Captain Smith reiterated the statements originally made by him to the press as to what he had seen in the late evening of July 4th, when 8 minutes out of Boise on the route to Seattle, Washington. It is the opinion of the interviewer that due to the position Captain Smith occupies, that he, Captain Smith, would have to be very strongly convinced that he actually saw flying disks before he would open himself for the ridicule attached to a report of this type.

INC FILE 10

FRANK H. BROWN, S/A, GED 404 AD



17 JUL 20 1947

CONFIDENTIAL

#3

10

D

D

Detroit News 5 July 1947

BLINK LIGHTS

The entire crew of a westbound Boise-to-Seattle United Air Lines plane reported they had seen nine flying discs near the airline's route over Emmett, Ida.

Capt. E. J. Smith, of UAL Flight 105 which left Boise at 9:04 p. m., said that his co-pilot, First Officer Ralph Stevens, blinked the transport's landing lights in the belief the discs were other aircraft.

Blinking landing lights during a night flight is a pilot's signal of warning to other aircraft that a plane is flying in the same area.

Smith said it was eight minutes after takeoff from Boise that Stevens and himself saw five discs, flying what appeared to be a "loose formation."

They called Marty Morrow, stewardess, to the cockpit to verify that they were actually seeing the discs, said Smith, and she agreed they were there.

Then they saw four more of the discs, three clustered together, and a fourth flying "by itself, way off in the distance."

Disc #10

o/

Incident # 10

Incident #11

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 47** Incident # 11
2. Time **Dawning**
3. Location **Lake City, Seattle Wash**
4. Name of observer **Frank Ryan**
5. Occupation of observer **Coast Guardman**
6. Address of observer **Lake City, Seattle, Wash.**
7. Place of observation **Ground - Lake City**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **10 minutes**
11. Altitude **N/S**
12. Spced **N/S**
13. Direction of flight **over north end of Lake Washington**
14. Tactics **Horizontal flight**
15. Sound **N/S**
16. Size **N/S**
17. Color **"white"**
18. Shape **concer or ball shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **1 news photograph**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

11-2771-011
11-2771-11

RESTRICTED



DAYTON



JOURNAL

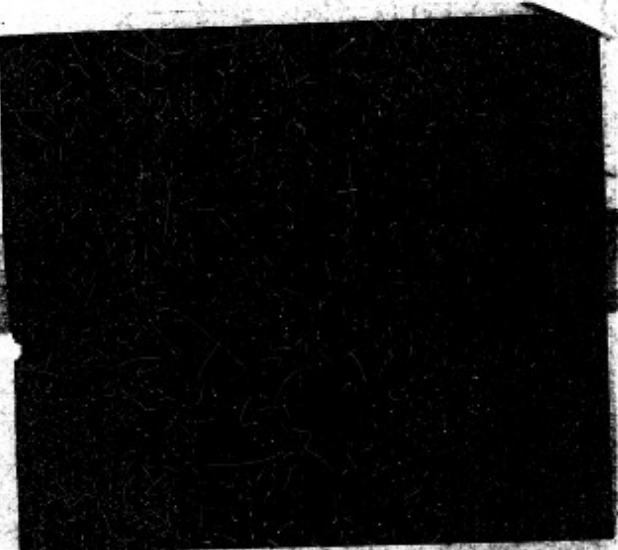
Dayton's Only Daily Newspaper With Both American and United Press World-Wide News Services

140th YEAR. No. 161

Printed at Second-Class Matter Post Office at Dayton, Ohio

DAYTON, OHIO, MONDAY, JULY 7, 1947

AAF PLANES HUNT 'FLYING SAUCERS'



IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—Spilling on his front porch in Lake City, a suburb of Seattle, Coast Guardsman Frank Ryman saw a "white saucer" flashing across the evening sky. Before it zoomed away, he managed to snap the picture. Arrow indicates white speck which, says Ryman, looks like mysterious "flying saucer." (Above Photo.)

36 Saucers Reported
Objects Thought
Of 5-Room
Seen In Idaho

From Wire Dispatch
SAN FRANCISCO

Mysterious "flying saucers" were reported seen day in various parts of the country, said, at Washington, a woman described 10 persons saw a disc-shaped object in St. Maries, Idaho.

The phenomenon reported by hundreds in at least 36 states in the district of Columbia since June 26, 1946, signs vary, but are



HUNT "FLYING DISCS"



IS THIS THE FLYING SAUCER?

SEATTLE, WASH.—Sitting on his front porch in Lake City, a suburb of Seattle, Coast Guardsman Frank Ryman saw a "white saucer" flashing across the evening sky. Before it zoomed away he managed to snap its picture. Arrow indicates white speck which, says Ryman, is the mysterious "flying saucer." (Acme Photo.)

36 States Air Guard Pilot's Report "Discs" "Saucer" Fails.

Objects The Size Of 5-Room House Seen In Idaho

Marine Ace Orders 1st Pursuit Of Object With Silvery Tail Reported At Sioux Falls, S. D.

From Wire Dispatches

SAN FRANCISCO, July 6.—Mysterious "flying saucers" were reported seen again today in various parts of the country and, at Spokane, Wash., a woman declared that 10 persons saw eight of the disc-shaped objects land near St. Maries, Idaho, July 2.

The phenomenon has been reported by hundreds of persons in at least 36 states the District of Columbia and Canada since June 25. Descriptions vary, but generally the informants agree that the objects skimming through the skies are saucer-like discs.

One of these has been an object seen heading toward the Atlantic coast of North Carolina.

From Wire Dispatches

CHICAGO, July 6.—A military plane made an unsuccessful speed dash in an attempt to track down one of the mysterious "flying saucers" today as the army and scientists sought to ascertain whether coast-to-coast reports about the discs zooming through the sky were fact.

A flight of eight P-51 pursuit ships and three A-26 bombers, carrying telescopic cameras, searched the northwest Pacific skies for "flying saucers" today but did not sight any. The ships cruised over the Cascade mountains of Washington, where the mystery discs first were reported seen, and other areas.

But the National Guard in South Dakota was the first to order a plane to try to find a disc after a resident reported having seen one.

Gregory Zimmo of Sioux Falls, S. D., said he saw a silvery disc with a short tail streamer the day before the sighting.

He said he saw the object at an altitude of 10,000 feet and a national guard plane shortly thereafter to try and "run down" the object. The order was transmitted to the guard plane.

"Disc" Talk Gets Laugh In Europe

London, July 6.—The British government today dismissed reports that flying saucers on the Atlantic coast were being pursued for an argument about their nature.

"Disc" Talk Gets Laugh In Europe

Stories for "flying saucers" today but did not fight any. The ships circled over the Cascade mountains of Washington, where the mystery discs first were reported seen, and other areas.

But the National Guard in South Dakota was the first to order a plane to try to find a disc after a resident reported having seen one.

Gregory Zimmer of Sioux Falls, S. D., said he saw a silver disc with a short tail shoot across the sky toward the southwest.

Joe Paul, former marine air ace, reported that he had seen a disc on June 25 at least 25 miles the west of Columbia and Casper.

The phenomenon has been reported by hundreds of persons in at least 25 states the past few days. It is reported to be a disc-shaped object, about the size of a five-room house, and resembled a saucer more than a disc.

The discs were reported today to have been seen at Chicago over Lake Michigan, in southwestern Ontario, in Wisconsin and Minnesota, and in Maryland.

A woman here today said she saw five discs traveling eastward in formation at "terrible speed." She said they "roared with a sound like a far-away train. They were like saucers, with something on the back end. They were about the size of airplanes but definitely were not planes."

ST. LOUIS, July 6.—T. Hart, a locomotive engineer in the terminal railroad yards at East St. Louis, Ill., exhibited some "discs" which he said he had seen sailing over routes yesterday. He said he found them. The discs were made of pressed white paper, 11 inches in diameter, in the center, had a two-inch hole in the center. Hallowood workmen said the discs looked like locomotive packing washers. One Hartley's disc were the "McCoy," but something a practitioner might have called through the air.

ST. LOUIS, July 6.—News Hart, mechanic who was trained during service in the war to spot all types of aircraft, said he saw one of the strange objects near Fallsville yesterday. It was flying at an altitude of 300 feet, he said. He described it as circular, with a ribbed framework and silver-gray in color. Hart said it appeared to have a motor with a propeller attached in the center and it kept turning like an airplane doing a slow roll.

Oregon Air Patrol To Hunt 'Saucers'

SPokane, July 6.—(AP)—As time the tourist trade needs a vast report that is "seen" tonight in Scotland's loch near every British's hoarliest fall story—the Sunday Dispatch, referring to "saucers," "chirped" today's "America's" reply to the loch supreme court justices.

"Citizens of a country which possess the atom bomb ought not to be afraid of anything," worked, adding: "You remember those stories about rockets streaking out over Sweden—or is your memory so short?"

Europeans generally look the position that the flying saucers, like Sweden's "ghost rockets," would go away if everybody took a good stiff blast of soda and the pledge, in that order. Frenchmen shrugged at the good-natured and Englishmen—most interestingly of all—asked Americans about the skyborne saucer stories but is completely mystified.

Brown told a reporter the tales of that round object flying through the sky are too wide-spread to be grounded. But for 10 days, he declared, the AAF has been checking on the stories "and we still haven't the slightest idea what the thing can be."

A navy official said it had checked, through its ordnance bureau, all its facilities to determine whether any were sending short objects that could account for the strange sights. The answers were negative. "Well, could they be coming from outside this area?" Turn-

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country
the state department.
reporter asked whether anyone
inside or outside that agency is

(Other Stories, Page 11.)

investigating the possibility the
objects originate with a foreign
power.

Lincoln White, state department
press officer, said he didn't
know of any such inquiry.

Gen. Carl Spaatz, commandant
of the army air forces, was in
the Pacific Northwest. He denied
knowing anything about the fly-
ing discs—or of plans to useAAF
planes to look for them.

Competent observers such as
airline pilots said they had seen
the totally unexplained discs or
saucers, larger than aircraft and
flying in "loose formation" at
high speed.

Topflight Air Materiel Com-
mand officials at Wright Field
were as mystified last night as
anyone concerning the sight of
eerie "flying saucers" in dozens
of areas throughout the country.

"We can find nothing official
regarding these discs," an AMC
official said last night. "We are
ready for action when something
official is learned. But thus far
we have not been provided with
any reputable information. If
reputable information is provided,
we will take whatever action is
necessary," he added.

dead on arrival at Marine Hospital.

Minor injuries were suffered by Fred Layman, 42, of the Hotel, when the Greyhound bus he was riding was struck by an auto at Dix highway and Northliffe road, Friday night. There were 35 passengers on the bus.

The bus, en route to Detroit from Indianapolis, was struck by a car driven by Philip Weber, of Ecorse. Police said Weber failed to observe a stop sign. He was given a reckless driving ticket.

BOY'S FACE BURNED

Serious burns of the face and eyes were suffered at Lake Orion by Wilfred Folgman, Jr., 17, of 1732 Cass avenue, when he stooped over a giant firecracker "to see why it didn't go off." It exploded in his face. Folgman is in serious condition at Receiving Hospital.

Other deaths and injuries throughout the State:

Mrs. Nettie R. Delmonte, 46, of Mason, was killed Friday and her husband, Joseph, was seriously injured when their automobile was struck by a Grand Truck

may throw off Republican plans was learned today.

Rep. Halleck, of Indiana, House Republican leader, said Congress would want to remain in session long enough to make final disposition of the tax bill. And if Democrats who oppose tax legislation at this time resort to a stalling campaign, that could extend the session into next month.

The House will get the bill out of the way in a hurry, probably Tuesday. That would appear to allow plenty of time for Senate action.

The catch, however, is that if Senate Democrats decide to employ delaying tactics, they will have time on their side. The Republicans have to get the bill to President Truman 10 days before the end of the session or take a chance on its being killed by a pocket veto.

In addition to that 10 days, the Republicans will have to allow themselves time to attempt to override a possible veto. Hence, every day saved in getting the bill to the White House will be important to the GOP.

...just powers from the consent of the governed.

2 Common respect for basic human rights.

3 Free full exchange of knowledge, ideas and information among the peoples of the earth, and maximum freedom in international travel and communication.

4 That nations shall devise their economic and financial policies to support a world economy rather than separate nationalistic economies.

RAVENS 'MISTELT'?

He called for an end to "organized mistrust" which he said leads the world's people away from "peace and unity."

He said there should be no more "propaganda attacks upon other nations" and suggested that after two world wars all

Boy Runs for President at Age of 3 and Wins!

CHARLOTTESVILLE, Va., July 5.—(AP)—Hedgeman Smith

Z
N
From

TINY SPOT SHOWS

Ryman said he took the picture from his home after excited neighbors told him of sighting the discs high overhead.

The results of his photographic effort showed as a tiny light spot, about the size of a pinhead, against the dark background of the evening sky.

He said he took the picture when the disc was directly overhead.

His wife said they watched it for what seemed like close to 10 minutes as it seemed to speed across the sky. She said her impression was of a shiny ball at great height.

Many Portlanders—including police, experienced fliers, and three newspapermen—declared they saw silvery discs undulating over Portland.

In New Orleans, Miss Lillian

See DISCS—Page 2

June 11
11

Detroit News 5 July 1947

'Saucers' Fool Crew of Airliner

5 July
Think It Plane and Blink Lights

The "flying saucer" mystery, already at fever pitch in the West, reached Michigan Friday night when several persons living southwest of Port Huron reported seeing them.

Meantime, Frank Ryman, of Seattle, a Coast Guard yeoman, had what he believed was the first picture taken of the "flying saucers," which he hoped would help clear up the mystery of their identity.

Others who reported seeing the discs were the crew of a United Air Lines plane; scores of residents of Portland, Ore., 60 picnickers near Twin Falls, Ida., a doctor in Philadelphia, and a woman in New Orleans.

CHIEF-CROSS THE SKY

Those who saw the discs in the vicinity of Port Huron said they were like (unidentified) planes, 12 to 15 inches in diameter, and often crossed the sky, moving northward.

"They definitely were not the usual," said one witness. "Some of them moved slowly and others whizzed out of the bushes, hovered, and then whizzed on." Mrs. John E. Warner reported "lights which appeared from them occasionally and off."

Incident #11

Incident # 12

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 12
2. Time 1305
3. Location Vancouver, Washington
4. Name of observer John Sullivan
5. Occupation of observer Sheriff's Deputy
6. Address of observer Vancouver, Washington
7. Place of observation Vancouver, Washington, "ground"
8. Number of objects 20 to 30
9. Distance of object from observer 3 to 5 miles away over Portland
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound low humming sound
16. Size N/S
17. Color N/S
18. Shape "V" shaped - like flock of geese
19. Odor detected N/S
20. Apparent construction N/A
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

INC FILE # 12

RESTRICTED

RESTRICTED

In Vancouver, Washington, Sheriff's Deputies, John Sullivan & Clarence McKay and Fred Krives, heard the Portland police radio broadcast and ran out of the Sheriff's office to look at the sky. Over Portland about three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese." They heard a low humming sound.

CORROBORATED ACCOUNT

RESTRICTED

Incident # 12

Incident # 13

Incident # 13

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 13
2. Time 1:00
3. Location Portland, Oregon
4. Name of observer E. A. Evans
5. Occupation of observer N/S
6. Address of observer 3433 SW Madison Ave.
7. Place of observation Portland, Oregon - ground
8. Number of objects 1 at first 2 later
9. Distance of object from observer N/S
10. Time in sight 2 - 4 seconds
11. Altitude one object appeared not too high, 2 others appeared far away & very high
12. Speed very fast
13. Direction of flight 1. west to east, 2 - north
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Resembled metallic discs glinting in sunlight
18. Shape disc
19. Odor detected n/s
20. Apparent construction n/s - unless metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance out of sight within 2 to 4 seconds
26. Remarks: (over)

RESTRICTED

JUN 21 1947

RESTRICTED

Three discs were observed by E. A. Evans & neighbors, one object appeared very high and two others appeared far away and very high. One traveled from west to east, two others traveled north. They resembled metallic discs glinting in the sunlight. They first appeared in the west and were out of sight in the east in 2 to 4 seconds.

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31

Incident # 13

Incident # 14

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

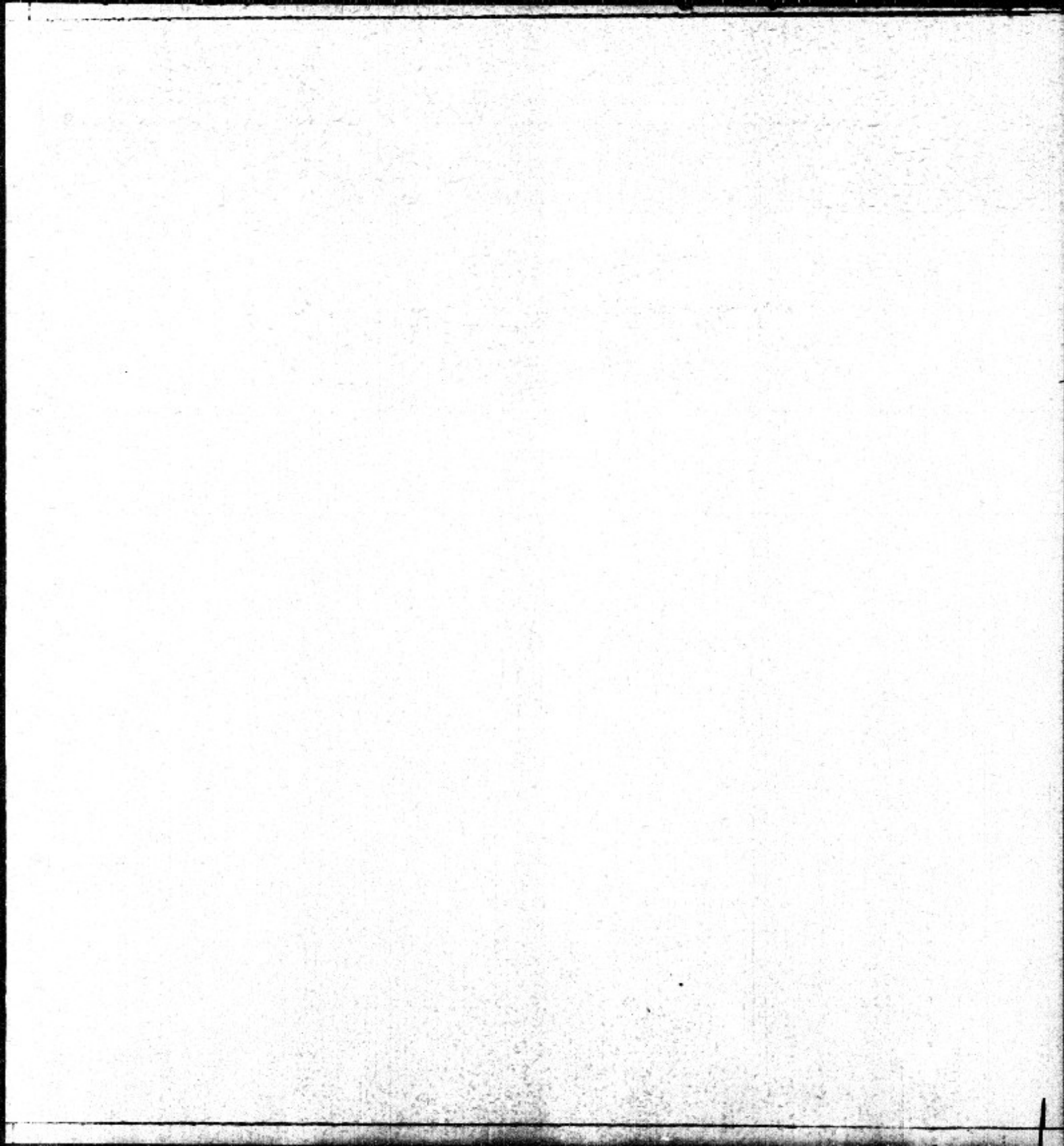
Incident # 14

FILE 14

1. Date 11 July 47
2. Time 1630
3. Location Portland, Oregon
4. Name of observer Mrs. Lawrence J. Hayward
5. Occupation of observer N/S
6. Address of observer 6124 N. E. 21st Ave., Portland
7. Place of observation Portland, Oregon - ground
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed Slow
13. Direction of flight N/S
14. Tactics Flipping around
15. Sound N/S
16. Size disc
17. Color silvery
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S - apparently metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S

RESTRICTED

26. Remarks: At 4:30 P. M. Mrs Lawrence J. Hayward, 6124 NE 21st Ave. reported sighting a disc "like a new disc flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.



Incident # 15

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 4 July 1947 Incident # 15
2. Time 1700
3. Location Portland, Oregon
4. Name of observer Thomas M. Dager
5. Occupation of observer E/S
6. Address of observer 1022 N. W. 30th Ave
7. Place of observation Portland, Oregon
8. Number of objects 3
9. Distance of object from observer N/S
10. Time in sight E/S
11. Altitude High
12. Speed N/S
13. Direction of flight 1 - southeast; 2 - northeast
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color Silver
18. Shape N/S
19. Odor detected N/S
20. Apparent construction E/S
21. Exhaust trails N/S
22. Weather conditions E/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance E/S
26. Remarks: One object was heading southeast and two others were going northeast.

1 INC FILE 15

RESTRICTED

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

INC FILE 16

1. Date 4 July 1947 Incident # 16
2. Time 1100
3. Location Mt Jefferson, Oregon
4. Name of observer C. J. Bogue
5. Occupation of observer E/S
6. Address of observer Tigard, Oregon
7. Place of observation Near Redmond - ground
8. Number of objects 4
9. Distance of object from observer E/S
10. Time in sight E/S
11. Altitude E/S
12. Speed E/S
13. Direction of flight E/S
14. Tactics E/S
15. Sound E/S
16. Size E/S
17. Color E/S
18. Shape disc
19. Odor detected E/S
20. Apparent construction E/S
21. Exhaust trails E/S
22. Weather conditions E/S
23. Effect on clouds E/S
24. Sketches or photographs ~~E/S~~ None
25. Manner of disappearance E/S
26. Remarks: C. J. Bogue, Tigard reported that four discs flew past Mt Jefferson at about 11 a. m., while he was driving near Redmond.

RESTRICTED

Ind. into 5-17 inclusion

From the Oregon Journal - 5 July 1947, Portland, Oregon
(References incidents 5, 6, 7, 8 and 9)

Whatever they are, there are more disc-like objects flying around in the sky.

Or disc eight (8) Portland area policemen and deputy sheriffs who sighted the objects Friday, numerous private citizens, the crew of a United Air Lines plane over Lake, Idaho, and a mailman who claims to have photographed one near Seattle, are all wrong.

In Portland, the alert was sound over police radio at 1:05 P. M. Friday, after the East Side Station received a score of calls that the discs were overhead. Within seconds, two patrol cars reported spotting the mystery craft.

FLASHES SEEN, NOISE LACKING.

First to report in were Patrolman Walter Long and Robert Ellis in Car No. 22, who stopped near Oaks Park. Soon behind the 11 veterans and civilian pilots, they sighted three of the objects within 30 seconds traveling at great height and speed over the park. They reported they heard no engine noises but saw flashes. The objects seemed erratic and changed direction of flight. The patrolmen agreed that without knowledge of the size of the objects it would be impossible to judge their speed or altitude.

Patrolman Earl Patterson in car no. 13 stopped at SE 22d Avenue and Foster road to look southeast from where the discs were reported. Telephone calls located them coming out of the sun. He saw nothing, but a few seconds later observed one coming out of the west and heading southeast. The craft seemed to be aluminum or eggshell white and didn't flash or reflect light, he said.

OBJECTS UNIDENTIFIED.

A former airplane veteran, he said the object was unlike any plane he'd ever seen. He thought it appeared radio-controlled because the disc could change direction at a 90° angle without difficulty.

Members of the harbor patrol at the foot of SE Irving street stopped out when they heard the all-out alert. Capt. L. A. Frost, Harbor Patrol, A. V. Aund and Patrolman E. G. Bell all saw the objects and said they appeared to be going south high over the hills while at low-level speed. Capt. Frost said the flashes kept them from ascertaining whether there were three or six.

The discs would sometimes and sometimes we would see a disc disc, then a half-way plane, then nothing at all," he reported. The objects looked very like a disc airplane but up off a car which would, disappeared all together.

There was a plane in the sky at the time, but all were certain that the discs were not planes.

ENC FILE 16

AIRLINES GIRM CONFIRMS REPORTS OF FLYING DISCS. FIVE SPOTTED.

Circumstantial reports of flying discs in the sky Friday came from the crew of a United Airlines plane over Boise, Idaho, and a coast guardman near Seattle, as well as from Portland area police and citizens.

L. J. Smith, Captain of the airliner, told United Press that he sighted five "somethings" which were "thin and smooth on the bottom and rough appearing on top." The objects appeared against the sunset shortly after the plane took off at 5:04 p. m., he said.

"We saw them clearly," he reported. "We followed them in a north-westerly direction for about 45 miles. Finally the objects disappeared. We were unable to tell whether they outpaced us or disintegrated.

NOT AIRCRAFT.

"We can't say whether they were saucer-like, oval or anything else," the captain said. "But whatever they were, they were not another aircraft, nor were they smoke or clouds."

In Seattle, Coast Guardman Frank Evans, 27, reported to United Press that he snapped a picture from the front porch of his home which a "white saucer" flying over the north end of Lake Washington.

Ames News Pictures, New York City, said a 7x9" print of the photograph showed two tiny dots, one of which was a flaw in the print.

Sam Motealfo, 19, Oaks Amusement park employee, reported that he saw several objects "like spinning discs" in the sky Friday. He said several policemen, including a woman pilot noticed them.

In Vancouver, Wash., Sheriff's Deputies, John Sullivan, Clarence McKay and Fred Krivan heard the Portland police radio broadcast and ran out of the sheriff's office to look at the sky. Over Portland, three to five miles away, Sullivan said, they saw 20 to 30 objects "like a flight of geese". They heard a low humming sound.

OTHERS HOPEFUL

Col G. R. Deason, Commander of the Oregon national guard, made an inspection of this area from the air after the discs were reported here. He said he saw nothing "suspicious".

Only known military airplanes in the air at the time of the reports were 23 B-29 bombers near Astoria.

Despite all the reports, at least two persons remained unconvinced of the existence of the discs. Al P. Sanford, Helgate message, gave his opinion that the objects were cottonwood blossoms.

Earl Kollock, 64, of 6604 N. Barrage Avenue, telephoned the Journal to berate the newspapers for "perpetrating a hoax". He said he saw objects in the sky about a minute after an airplane passed over his house. To him, the objects looked like bits of aluminum foil, perhaps cigarette wrappers.

MORE SEEN LATER.

Several late flights of objects over Portland were reported Friday afternoon. E. A. Evans, 3433 SW Massden Avenue, said he saw three fly east across the Willamette river near the Ross Island bridge about 2 p. m. that, appearing in the west, they were out of sight in the east in less than four seconds. He said they resembled metallic discs glinting in the sunlight.

Later, he said, he and neighbors saw a single disc-like object flying north far away and very high.

At 4:30 p. m. Mrs. Laurence J. Hayward, 6124 NE 21st Ave., reported sighting a disc "like a new dime flipping around" in the air over the Sandy district. She said it seemed to be moving slowly.

PAPER RECOVERED.

Thomas W. Dyer, 1232 NE 59th Avenue, said he sighted two white or silver objects flying southeast high over Portland a few minutes before 5 p. m. He reported another, headed northeast, over his home at 5:30 p. m. #16

G. J. Ragne, Tigard, reported that four discs flew past Mount Jefferson at about 11 a. m., while he was driving near Redmond.

Sherman Coe, 2000 NE 65th Avenue, recovered from Ross City golf course a piece of paper he said had fallen from a great height in the sky. Time of its fall coincided with some of the reports of flying discs. The paper, of low quality, measured 23-1/2 x 36 inches.

SILVERED DISCS, DROPPED BY PLANE.

HUGHES, July 5 (AP) A Hughes railroad cashier said Friday he saw silvered discs being dropped out of a light airplane flying over this city

E. F. Smith, 24 E. Hughes, an assistant cashier for the Southern Pacific Railroad, said he was driving on a Hughes street when --

SPRING FILE 16

Incident # 15

Incident # 27

A. E. P.	
PRIORITY	
ROUTINE	X
MULTIPLE ADDRESSES	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

TSFD-151/104/108

FROM: ANC

DATE: 10 July 1947

TO: Kenneth Arnold
Box 367
Boise, Idaho

CLASS:

WILLIAM C. ANDERSON
1st Lt., Air Corps
Public Information Officer

TELETYPE NO. TSFD-151-7-25. THANK YOU FOR PHOTO, BIOGRAPHICAL MATERIAL, AND FULL ACCOUNT OF UNIDENTIFIED AIRCRAFT INCIDENT. MATERIAL BEING REWARDED HERE, COPIES FORWARDED INTELLIGENCE WASHINGTON FOR INVESTIGATION. VARIOUS NEWS SERVICES REQUEST PERMISSION TO PRINT EXCERPTS FROM YOUR REPORT. PLEASE WIRE IMMEDIATELY PUBLIC INFORMATION OFFICER, WRIGHT FIELD, IF OKAY. SIGN'D PUBLIC INFORMATION OFFICER.

INC FILE 17

17

COORDINATION

C. O. R. C. S.	OPERATIONS	MAINTENANCE	P. S. T.	REPLY	REPORT & RECORD	OTHER

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **24th June 1947** Incident # 17
2. Time **1500**
3. Location **Nt. Rainier, Washington**
4. Name of observer **Kenneth Arnold**
5. Occupation of observer **Dealer in fire control supplies holds private pilot's license**
6. Address of observer **Box 357, Boise, Idaho**
7. Place of observation **Near Mineral, Washington**
8. Number of objects **9**
9. Distance of object from observer **~~20~~ 20 to 25 miles**
10. Time in sight **2-1/2 to 3 minutes**
11. Altitude **9,500 ft**
12. Speed **~~200~~ Approx 150 MPH**
13. Direction of flight **North to South at 170°**
14. Tactics **Horizontal flight**
15. Sound **N/S**
16. Size **Approximately that of B-4 - 45 to 50 ft**
17. Color **mirror like**
18. Shape **Approximately circular**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **GSU**
23. Effect on clouds **N/S**
24. Sketches or photographs **Drawings**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

INC FILE 17

CONFIDENTIAL

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Pilot Kenneth Arnold was flying his plane at an altitude of approximately 9,200 feet. He trimmed out plane in direction of Yakima, Washington which was almost directly east of his position and sat in his plane observing the sky and the terrain. To the left was a DC-4 and to his rear approximately 15 miles distant there was a 14,000 ft elevation. The sky was clear as crystal. A bright flash suddenly reflected on the plane. Upon looking to the left and to the north of Mt. Rainier he observed a chain of 9 peculiar looking craft flying from north to south at approximately 9,500 ft elevation and going seemingly in a definite direction of about 170°. Thought at first they were jet aircraft but noticed that every few seconds 2 or 3 of them would dip or change their course slightly just enough to cause the sun to strike them at an angle which reflected brightly on his plane. As they approached Mt. Rainier he could observe their outlines against the snow quite plainly, but couldn't find any tails. Glocked speed and found it to be approximately 150 MPH. Never before had he observed planes flying so close to mountain tops. They flew directly south to southeast down the hog's back of a mountain range. Pilot thought they were at approximately the same elevation as he was. They flew in rather diagonal chain-like line as if linked together and seemed to hold a definite direction but curved in and out of the high mountain peaks. Distance which was almost at right angles seemed to be between 20 to 25 miles. Thought they were quite large to be observed at that distance even on a clear day. They seemed smaller than the DC-4 but he judged their span to be as wide as the furthest engines on each side of the fuselage of the DC-4 (45 to 50 ft). The chain seemed to be approximately five miles long.

NOTE: It was the opinion of the agent interviewing Mr. Arnold that he saw the "flying discs" in this regard agent further stated that if Mr. Arnold could write a report of such a character and did not see the objects he was in the wrong business and should be engaged in writing Buck Rogers fiction.

The attached is what Kenneth Arnold later produced. See "Fate" magazine article by Kenneth Arnold.

Seemed to travel in sidewise position and did not appear to whirl or spin



They seemed larger than side thickness being about 1/20 of width

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA
333.5/13 Gen.

8 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington, D. C.
ATTENTION: AC of AS-2

1. The attached telegram was received by Lt. Col. Springer at Hamilton Field, California, 1 September 1947.
2. Reference is made to Summary of Information forwarded from this headquarters, File 4AFDA 333.5/13 (Gen) 1208-I, dated 27 August 1947. It is the opinion of this headquarters that Mr. Arnold, in all sincerity, will attempt to substantiate his investigation as stated in the attached telegram.
3. Inasmuch as this headquarters has no authority to request a civilian to maintain secrecy, no request will be made to Mr. Arnold with reference to the subject matter.

FOR THE COMMANDING GENERAL:

M. B. Haire
Major, Air Corps
Acting Asst Adjutant General

1 Incl:
Photostat, telegram
dtd Aug 31. (dup)

CONFIDENTIAL

ADDRESS REPLIES TO: COMMANDING GENERAL, FOURTH AIR FORCE

17

WESTERN
UNION

WJAS NL PD

CONFIDENTIAL

BOISE IDAHO AUG 31

COLONEL SPRINGER

A-2 OFFICE HAMILTON FIELD CALIF

I HAVE OFFER TO SELL MY DETAILED ACCOUNT OF AN INVESTIGATION OF
FLYING DISC THAT TOOK PLACE IN TACOMA WASHINGTON JULY 29 THRU
AUGUST 3RD INCLUDING MY MOVIE FILM OF FACTS PERSONS PLACES AND
FRAGMENTS INVOLVED UNLESS I RECEIVE DEFINITE WORD TO THE CONTARY
FROM A-2 WITHIN FIVE DAYS THIS STORY WILL NO DOUBT BE PUBLISHED

KENNETH ARNOLD

WESTERN
UNION

WESTERN
UNION

29 3RD A-2

6583A

1948 AUG 17

CONFIDENTIAL

WESTERN
UNION





GREAT BRITAIN
JUNE 1970

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PENDLETON ORG JUL 12 1933A

COMMANDING GENERAL

WRIGHT FIELD DAYTON OHIO

DEAR SIR: YOU HAVE MY PERMISSION TO QUOTE GIVE OUT OR
 REPRINT MY WRITTEN ACCOUNT AND REPORT OF NINE STRANGE
 AIRCRAFT I OBSERVED ON JUNE 24TH IN THE CASCADE MOUNTAINS
 IN THE STATE OF WASHINGTON. THIS REPORT WAS SENT TO YOU
 AT REQUEST SOME DAYS AGO. IT IS WITH CONSIDERABLE
 DISAPPOINTMENT YOU CANNOT GIVE THE EXPLANATION OF THESE
 AIRCRAFT AS I FELT CERTAIN THEY BELONGED TO OUR GOVERNMENT.
 THEY HAVE APPARENTLY MEANT NO HARM BUT USED AS AN INSTRUMENT
 OF DESTRUCTION IN COMBINATION WITH OUR ATOMIC BOMB THE
 EFFECTS COULD DESTROY LIFE ON OUR PLANET. CAPT SMITH
 CO-PILOT STEVENS OF UNITED AIR LINES AND MYSELF HAVE COMPARED
 OUR OBSERVATIONS IN AS MUCH DETAIL AS POSSIBLE AND AGREED
 WE HAD OBSERVED THE SAME TYPE OF AIRCRAFT AS TO SIZE SHAPE
 AND FORM. WE HAVE NOTTAKEN THIS LIGHTLY IT IS TO US OF
 3
 VERY SERIOUS CONVERN AS WE ARE AS INTERESTED IN THE WELFARE
 OF OUR COUNTRY AS YOU ARE
 55

57
51
51

KENNETH ARNOLD BOISE IDAHO PILOTS LICENSE 333487.

488P

24 333487.

INC FILE

17

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*As a matter
of Record*

SOME LIFE DATA ON KENNETH ARNOLD

I was born March 29, 1915 in Sebeka, Minnesota. My father's name was Edward Erb Arnold; my mother's maiden name was Bertha E. Barden. I was a resident of Minnesota until I was six years old when my family moved to Scooby, Montana, where they homesteaded. My grandfather, Roland C. Arnold also homesteaded in Scooby, Montana, and became quite prominent in political circles along with Burton K. Wheeler, the famous Montana senator.

I went to grade school and high school at Minot, North Dakota. I entered scouting at twelve years of age and achieved the rank of Eagle scout before I was fourteen. My former scout executive was H. H. Prescott, now a regional commissioner for the Boy Scouts in Kansas City, Kansas.

As a boy, I was interested in athletics and was selected as an all-state end in 1932 and 1933 in the state of North Dakota. I entered the U. S. Olympic trials in fancy diving in 1932; I was a Red Cross Life Saving Examiner during the years of 1932, '33 and '34. I taught swimming and diving at scout camps and the municipal pool in Minot, North Dakota. I went to the University of Minnesota, where I swam and did fancy diving under Neils Thorpe, and also played football under ~~Bierman~~ Bierman, but upon entering college I was unable to continue my football career because of an injured knee. My high school football coach was Glenn L. Jarrett, who is now the head football coach of the University of North Dakota. I had little or no finances, and my ambition in furthering my education in college

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Page 2 - Some Life date on Kenneth Arnold

was through my athletics. As a boy in Minot, North Dakota, I did a good deal of dog sled racing, placing first with my dog in 1930 in the Lions Club Dog Derby.

In 1938 I went to work for Red Comet, Inc. of Littleton, Colorado, a manufacturer of automatic fire fighting apparatus. In 1939 I was made district manager for them over a part of the western states, and in 1940 I established my own fire control supply known as the Great Western Fire Control Supply. I have been working as an independent fire control engineer since, and I handle, distribute, sell and install all types of automatic and manual fire fighting equipment in the rural areas over five western states.

My flying experience started as a boy in Minot, North Dakota, where I took my first flying lesson from Earl T. Vance, who was originally from Great Falls, Montana. Due to the high cost at that time, I was unable to continue my flying and did not find of any great consequence until 1943. I was given my pilot certificate by Ed Leach, a senior CAA inspector of Portland, Oregon, and for the last three years have owned my own airplane covering my entire territory with same and flying from forty to one hundred hours per month since. Due to the fact that I use an airplane entirely in my work, in January of this year I purchased a new Callair airplane, which is an airplane designed for high altitude take-offs and short rough field usage.

In the type of flying I do, it takes a great deal of

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Page 3 - Some Life Data on Kenneth Arnold

practice and judgment to be able to land in most any cow pasture and get out without injuring your airplane; the runways are very limited and the altitude is very high in some of the fields and places I have to go in my work. To date, I have landed in 823 cow pastures in mountain meadows, and in over a thousand hours a flat tire has been my greatest mishap.

W. M. T. C.

Incident
LAF 1208 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, a call was made at the newspaper office of the "Idaho Daily Statesman", Boise, Idaho. The aviation editor of the paper, Mr. David N. Johnson, was interviewed in regard to how well he knew Mr. Kenneth Arnold of Boise, Idaho, and as to the credibility of any statement made by Mr. Arnold. The purpose of this interview was an attempt to verify statements made by Mr. Kenneth Arnold on 26 June 1947, to various national news services to the effect that he, Mr. Arnold, had seen 9 objects flying in the air above the Cascade Mountain Range of Washington. These objects were subsequently referred to as flying saucers or flying disks and will here-in-after be referred to as such in this report. Mr. Johnson stated that he had known Mr. Arnold for quite a period of time, having had relations with Mr. Arnold on various occasions, due to the fact that both he, Mr. Johnson, and Mr. Arnold were private fliers and frequently got together to talk shop. Mr. Johnson stated that as far as he was concerned anything Mr. Arnold said could be taken very seriously and that he, Mr. Johnson, actually believed that Mr. Arnold had seen the aforementioned flying disks. Mr. Johnson stated that after Mr. Arnold reported having seen the flying disks, that the editor of the paper had assigned him, Mr. Johnson, the assignment of taking the airplane belonging to the newspaper and exhausting all efforts to prove or disprove the probability of flying disks having been seen in the northwest area. The results of this assignment to Mr. Johnson and what he subsequently saw is put forth in a sworn statement signed by Mr. Johnson attached to this report as Exhibit B.

AGENT'S NOTES: Mr. Johnson is a man of approximately 33 to 35 years of age. From all appearances he is a very reserved type of person. Mr. Johnson has logged 2800 hours of flying time in various types of airplanes up to and including multi-engine aircraft. During part of the war years, Mr. Johnson was the first pilot of a B-29 type aircraft being assigned to the Twentieth USAF and stationed on Tinian Island, in the Pacific. It is the personal opinion of the interviewer that Mr. Johnson actually saw what he states that he saw in the attached report. It is also the opinion of the interviewer that Mr. Johnson would have much more to lose than gain and would have to be very strongly convinced that he actually saw something before he would report such an incident and open himself for the ridicule that would accompany such a report.

1 Incl: Exhibit "B" - *Statement of David N. Johnson*

FRANK M. BROWN, S/A, CIC 5th AF

Ind #2

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Accident
CAF 1278 I
16 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 12 July 1947, Mr. Kenneth Arnold, Box 387, Boise, Idaho, was interviewed in regard to the report by Mr. Arnold that he saw 9 strange objects flying over the Cascade Mountain Range of Washington State on July 25th. Mr. Arnold voluntarily agreed to give the interviewer a written report of exactly what he had seen on the above mentioned date. The written report of Mr. Arnold is attached to this report as Exhibit A.

DEVI'S NOTES: Mr. Arnold is a man of 32 years of age, being married and the father of two children. He is well thought of in the community in which he lives, being very much the family man and from all appearances a very good provider for his family. Mr. Arnold has recently purchased a home on the outskirts of Boise, recently purchased a \$5,000 airplane in which to conduct his business to the extent of which is explained in the attached exhibit. It is the personal opinion of the interviewer that Mr. Arnold actually saw what he stated that he saw. It is difficult to believe that a man of Mr. Arnold's character and apparent integrity would state that he saw objects and write up a report to the extent that he did if he did not see them. To go farther, if Mr. Arnold can write a report of the character that he did while not having seen the objects that he claimed he saw, it is the opinion of the interviewer that Mr. Arnold is in the wrong business, that he should be writing Buck Rogers fiction. Mr. Arnold is very outspoken and somewhat bitter in his opinions of the leaders of the U.S. Army Air Forces and the Federal Bureau of Investigation for not having made an investigation of this matter sooner. To put all of the statements made by Mr. Arnold in this report would make it a voluminous volume. However, after having checked an aeronautical map of the area over which Mr. Arnold claims that he saw the objects it was determined that all statements made by Mr. Arnold in regard to the distances involved, speed of the objects, course of the objects and size of the objects, could very possibly be facts. The distances mentioned by Mr. Arnold in his report are within a short distance of the actual distances on aeronautical charts of this area, although Mr. Arnold has never consulted aeronautical charts of the type the Army uses. Mr. Arnold stated that his business had suffered greatly since his report on July 25 due to the fact that at every stop on his business routes, large crowds of people were waiting to question him as to just what he had seen. Mr. Arnold stated further that if he, at any time in the future, saw anything in the sky, to quote Mr. Arnold directly, "if I see a ten story building

FRANK M. BROWN, S/A, CIC 4th AF

Check against the list of names of persons who have been identified as being in the line of business of the Government or in any way connected with the Government and report to the appropriate authorities if any of the names are found to be in violation of the law.

1. Name: Exhibit "A"

FRANK J. BROWN, S/A, CIC 4th AF

CONFIDENTIAL

By Kenneth Arnold

The following story of what I observed over the Cascade mountains, as impossible as it may seem, is positively true. I never asked nor wanted any notoriety for just accidentally being in the right spot at the right time to observe what I did. I reported something that I know any pilot would have reported. I don't think that in any way my observation was due to any sensitivity of eye sight or judgment than what is considered normal for any pilot.

INC FILE 17

On June 24th, Tuesday, 1947, I had finished my work for the Central Air Service at Chehalis, Washington, and at about two o'clock I took off from Chehalis, Washington, airport with the intention of going to Yakima, Washington. My trip was delayed for an hour to search for a large marine transport that supposedly went down near or around the southwest side of Mt. Rainier in the state of Washington and to date has never been found.

I flew directly toward Mt. Rainier after reaching an altitude of about 9,500 feet, which is the approximate elevation of the high plateau from which Mt. Rainier rises. I had made one sweep of this high plateau to the westward, searching all of the various ridges for this marine ship and flew to the west down and near the ridge side of the canyon where Ashford, Washington, is located.

CONFIDENTIAL

Page 2

Unable to see anything that looked like the lost ship, I made a 360 degree turn to the right and above the little city of Mineral, starting again toward Mt. Rainier. I climbed back up to an altitude of approximately 9,200 feet.

The air was so smooth that day that it was a real pleasure flying and, as most pilots do when the air is smooth and they are flying at a higher altitude, I trimmed out my airplane in the direction of Yakima, Washington, which was almost directly ~~East~~ ^{East} of my position and simply sat in my plane observing the sky and the terrain.

There was a DC-4 to the left and to the rear of me approximately fifteen miles distance, and I should judge, a 14,000 foot elevation. *Washing notch along the airline route.*

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The sky and air was as clear as crystal. I hadn't flown more than two or three minutes on my course when a bright flash reflected on my airplane. It startled me as I thought I was too close to some other aircraft. I looked every place in the sky and couldn't find where the reflection had come from until I looked to the left and the north of Mt. Rainier where I observed a chain of nine peculiar looking aircraft flying from north to south at approximately 9,500 foot elevation and going, seemingly, in a definite direction of about 170 degrees.

They were approaching Mt. Rainier very rapidly, and I merely assumed they were jet planes. Anyhow, I discovered that this was where the reflection had come from, as two or three of them every few seconds would dip or change their course

Page 3

slightly, just enough for the sun to strike them at an angle that reflected brightly on my plane.

These objects being quite far away, I was unable for a few seconds to make out their shape or their formation. Very shortly they approached Mt. Rainier, and I observed their outline against the snow quite plainly.

I thought it was very peculiar that I couldn't find their tails but assumed they were some type of jet plane. I was determined to clock their speed, as I had two definite points (*mountains*) I could clock them by; the air was so clear that it was very easy to see objects and determine their approximate shape and size at almost fifty miles that day.

17 I remember distinctly that my sweep second hand on my eight day clock, which is located on my instrument panel, read one minute to 3 P.M. as the first object of this formation passed the southern edge of Mt. Rainier. I watched these objects with great interest as I had never before observed airplanes flying so close to the mountain tops, flying directly south to southeast down the hog's back of a mountain range. I would estimate their elevation could have varied a thousand feet one way or another up or down, but they were pretty much on the horizon to me which would indicate they were near the same elevation as I was.

They flew like many times I have observed geese to fly in a rather diagonal chain-like line as if they were linked together. They seemed to hold a definite direction but rather swerved in and out of the high mountain peaks. Their speed at the time

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did not impress me particularly, because I knew that our army and air forces had planes that went very fast.

What kept bothering me as I watched them flip and flash in the sun right along their path was the fact that I couldn't make out any tail on them, and I am sure that any pilot would justify more than a second look at such a plane.

17 I observed them quite plainly, and I estimate my distance from them, which was almost at right angles, to be between twenty to twenty-five miles. I knew they must be very large to observe their shape at that distance, even on as clear a day as it was that Tuesday. In fact I compared a zeus fastener or cowl tool I had in my pocket with them - holding it up on them and holding it up on the DC-4 - that I could observe at quite a distance to my left, and they seemed smaller than the DC-4; but, I should judge their span would have been as wide as the furthest engines on each side of the fuselage of the DC-4.

The more I observed these objects, the more upset I became, as I am accustomed and familiar with most all objects flying whether I am close to the ground or at higher altitudes. I observed the chain of these objects passing another high snow-covered ridge in between Mt. Rainier and Mt. Adams, and as the first one was passing the south crest of this ridge the last object was entering the northern crest of the ridge.

As I was flying in the direction of this particular ridge,

Page 5

(later)
I measured it and found it to be approximately five miles long so I could safely assume that the chain of these saucer like objects were at least five miles long. I could quite accurately determine their pathway due to the fact that there were several high peaks that were a little this side of them as well as higher peaks on the other side of their pathway.

As the last unit of this formation passed the northernmost high snow-covered crest of Mt. Adams, I looked at my sweep second hand and it showed that they had travelled the distance in one minute and forty-two seconds. Even at the time this timing did not upset me as I felt confident after I would land there would be some explanation of what I saw.

A number of news men and experts suggested that I might have been seeing reflections or even a mirage. This I know to be absolutely false, as I observed these objects not only through the glass of my airplane but turned my airplane sideways where I could open my window and observe them with a completely unobstructed view.

Even though two minutes seems like a very short time to one on the ground, in the air in two minutes time a pilot can observe a great many things and anything within his sight of vision probably as many as fifty or sixty times.

I continued my search for the marine plane for another fifteen or twenty minutes and while searching for this marine plane, what I had just observed kept going through my mind. I became more disturbed, so after taking a last look at Tieton Reservoir I headed for Yakima.

CONFIDENTIAL

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I might add that my complete observation of these objects, which I could even follow by their flashes as they passed Mt. Adams, was around two and one-half or three minutes -- although, by the time they reached Mt. Adams they were out of my range of vision as far as determining shape or form. Of course, when the ~~snow~~^{sun} reflected from one or two or three of these units, they appeared to be completely round; but, I am making a drawing to the best of my ability, which I am including, as to the shape I observed these objects to be as ^{they} passed the snow covered ridges as well as Mt. Rainier.

When these objects were flying approximately straight and level, they were just a black thin line and when they flipped was the only time I could get a judgment as to their size.

These objects were hiding an almost constant elevation; they did not seem to be going up or to be coming down, such as would be the case of rockets or artillery shells. I am convinced in my own mind that they were some type of airplane, even though they didn't conform with the many aspects of the conventional type of planes that I know.

Although these objects have been reported by many other observers throughout the United States, there have been six or seven other accounts written by some of these observers that I can truthfully say must have observed the same thing that I did; particularly, the descriptions of the three Western Air Lines employees, (the gentleman) from Oklahoma City and the

(Ocala city Utah.)

- pilot.

CONFIDENTIAL

INC FILE 17

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Page 7

locomotive engineer in Illinois.

*also Capt Smith and Co pilot stevens
and marly marriage of United Air line
Frank Wash.*

~~These~~ descriptions could not be very accurate taken from the ground unless these saucer-like disks were at quite a great height and there is a possibility that all of the people who observed peculiar objects could have seen the same thing I did; but, it would have been very difficult from the ground to observe these for more than four or five seconds, and there is always the possibility of atmospheric moisture and dust near the ground which could distort one's vision.

I have in my possession letters from all over the United States and people who profess that these objects have been observed over other portions of the world, principally Sweden, Bermuda, and California.

I would have given almost anything that day to have had a movie camera with a telephoto lens and from now on I will never be without one -- but, to continue further with my story. When I landed at the Yakima, Washington, airport I described what I had seen to my very good friend, Al Baxter, who listened patiently and was very courteous but in a joking way didn't believe me.

I did not accurately measure the distance between these two mountains until I landed at Pendleton, Oregon, that same day where I told a number of pilot friends of mine what I had observed and they did not scoff or laugh but suggested they might be guided missiles or something new. In fact several former Army pilots informed me that they had been briefed before going into combat overseas that they might see objects of similar shape and design as I described and assured me that I wasn't

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Page 8

dreaming or going crazy.

I quote Sonny Robinson, a former Army Air Forces pilot who is now operating dusting operations at Pendleton, Oregon, "What you observed, I am convinced, is some type of jet or rocket propelled ship that is in the process of being tested by our government or even it could possibly be by some foreign government".

Anyhow, the news that I had observed these spread very rapidly and before the night was over I was receiving telephone calls from all parts of the world; and, to date I have not received one telephone call or one letter of scoffing or disbelief. The only disbelief that I know of was what was printed in the papers.

I look at this whole ordeal as not something funny as some people have made it out to be. To me it is mighty serious and since I evidently did observe something that at least Mr. John Doe on the street corner or Pete Andrews on the ranch has never heard about, is no reason that it does not exist. Even though I openly invited an investigation by the Army and the FBI as to the authenticity of my story or a mental or a physical examination as to my capabilities, I have received no interest from these two important protective forces of our country; I will go so far as to assume that any report I gave to the United and Associated Press and over the radio on two different occasions which apparently set the nation buzzing, if our Military Intelligence was not aware of what I observed, they would be the very first people that I could expect as visitors.

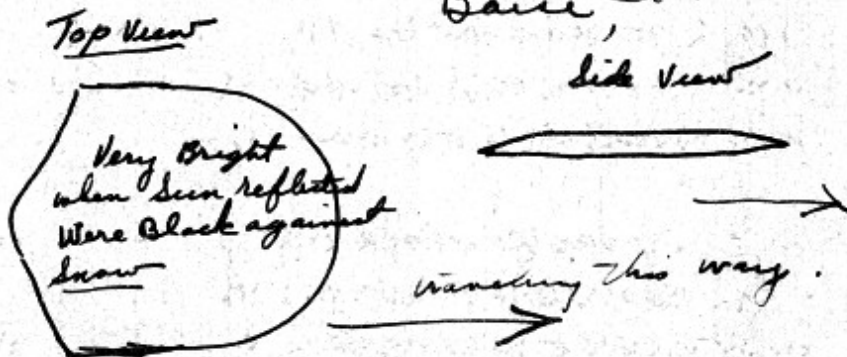
Page 9

I have received lots of requests from people who told me to make a lot of wild guesses. I have based what I have written here in this article on positive facts and as far as guessing what it was I observed, it is just as much a mystery to me as it is to the rest of the world.

My pilot's license is 333487. I fly a Callair airplane; it is a three-place single engine land ship that is designed and manufactured at Afton, Wyoming as an extremely high performance, high altitude airplane that was made for mountain work. The national certificate of my plane is 33355.

17
FILE

Signed
Kenneth Arnold.
Box 367
Baize, Idaho.





(Associated Press Wirephoto)
Kenneth Arnold, businessman flyer, holds camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

Who Has the Saucer? 40 States Join Game

(By Associated Press)
The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

1 INC FILE 17



(Associated Press Wirefoto)
Kenneth Arnold, businessman flyer, holds camera at Boise, Idaho, airport where he described seeing flying discs over Cascade Mountains in Washington. He didn't get any pictures.

Who Has the Saucer? 40 States Join Game

(By Associated Press)
The game of spotting flying saucers broadened yesterday to include Massachusetts and Vermont, as stories about the discs continued to swirl fully as rapidly as the objects themselves.

JNC
FILE - 17

Handwritten mark

EXPLANATIONS.

—Explanations of the phenomena ranged from the theory that they were radio-controlled flying missiles sent aloft by U. S. military scientists, to the suggestion that they might be merely sunlight reflected on wing tanks of jet-propelled planes.

One That Didn't Move.

A Spokane, Wash., woman insisted the objects she saw were "about the size of a five-room house" but a Clearwater, Fla., woman said the disks she observed resembled pie pans.

At Rutland, Vt., a woman reported she and her husband witnessed a brilliant object in the night sky which she assumed to be a flying saucer, although it was stationary.

But at Cambridge, Mass., a housewife said she saw "a group of white, flying saucers whirling around and going at a tremendous speed."

The Massachusetts and Vermont reports brought to 40 the number of states in which the objects have been observed.

Think He Saw 'Em First.

With New England getting into the game, the Harvard University astronomer, who had had reports of the objects in photographs of the discs.

The mysterious saucers first were reported June 25 in the state of Washington, but Charles T. Hamlet, superintendent of the Kingsport, Tenn., Times News composing room, said yesterday he had seen the discs two years ago.

report that fast
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The sp
the V-3
semble it
Arnold, a
Boise, Idaho, businessman who
reported seeing them, chins.
however, to his story of the
shiny, flat objects each as big
as a DC-4 passenger plane, rac-
ing over Washington's Cascade
Mountains with a peculiar
weaving motion - like the tail of
a kite." An Army spokesman in Wash-
fast."

LI*

17

17 FILE INC

Portland
TIMES, THURSDAY, JUNE 26, 1947

'Flying Pies' Stir Skepticism

Army, CAA Officials Unable to Explain Whizzing, Mysterious Objects

Portland, Ore.—(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over Western Washington at 1,200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade Mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in Wash-

ington, D. C., commented, "as far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3,500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie-pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1,200 miles an hour.

"I could be wrong by 200 or

300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—as big as a DC-4 that was about 20 miles away, he said. The DC-4 pilot reported nothing unusual sighted. Then Arnold said he thought of jet planes and started to clock them, "but their motion was wrong for jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

17 # 3

THE DAYTON DAILY NEWS
SECOND SECTION

THURSDAY, JUNE 26, 1947

PAGE 11

**Fast "Flying Pie-Pans"
Stump Army CAA Men**

PENDLETON, Ore., June 26. —(AP)—Army and CAA spokesmen expressed skepticism today over a report of nine mysterious objects—big as airplanes—whizzing over western Washington at 1200 miles an hour.

Kenneth Arnold, a flying Boise, Idaho, businessman who reported seeing them, clung, however, to his story of the shiny, flat objects, each as big as a DC-4 passenger plane, racing over Washington's Cascade mountains with a peculiar weaving motion "like the tail of a kite."

An Army spokesman in

Washington, D. C., commented, "As far as we know, nothing flies that fast except a V-2 rocket, which travels at about 3500 miles an hour—and that's too fast to be seen."

The spokesman added that the V-2 rockets would not resemble the objects reported by Arnold, and that no high-speed experimental tests were being made in the area where Arnold said the objects were.

A Civil Aeronautics Administration inspector in Portland, Ore., added, "I rather doubt that anything would be traveling that fast."

Arnold described the objects as "flat like a pie pan," and so shiny that they reflected the sun like a mirror.

He said he was flying east at 2:59 p. m. two days ago toward Mt. Rainier when they appeared directly in front of him 25-30 miles away at 10,000 feet altitude.

By his plane's clock he timed them at 1:42 minutes for the 47 miles from Mt. Rainier to Mt. Adams, Arnold said, adding that he later figured by triangulation that their speed was 1200 miles an hour.

"I could be wrong by 200 or 300 miles an hour," he admitted, "but I know I never saw anything so fast."

He said at first he thought they were geese, but quickly saw they were too big—as big as a DC-4 which was about 20 miles away, he said.

The DC-4 pilot reported nothing unusual sighted.

Then Arnold said he thought of jet planes and started to clock them, "But their motion was wrong for Jet jobs."

"I guess I don't know what they were—unless they were guided missiles," said Arnold, who continued here on a business trip.

June 17

17

17

Incident # 17

Incident # 18

UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. 18

TIME (Mo. Day. Hr) _____

1. Organization (official source of information)
- a. File Number
- b. Date of File . . . 20, Sept 47.
- c. Agent
2. Sighting (country). . . Canada
- a. Location Toronto . . . 43° 40' N . 79° 24' W
- b. Time
- c. Weather Clear
3. Reported by . . . Raymond Johnson and Jim Harrison
4. Witnesses
5. Photographs
6. Sketches
7. Object Sighted:
- a. Number one
- b. Shape ball
- c. Size not stated
- d. Color yellow
- e. Speed not stated
- f. Maneuvers horizontal flight
- g. Altitude not stated
- h. Heading seen over west end of Toronto
- i. Sound not stated
- j. Exhaust Trail . . . tail streaming out behind it like vapor behind airplane
on misty day
- k. Effect on Clouds

REMARKS:

Incident 15

Toronto, Canada

as reported by Raymond Johnson & Jim Harrison determined to be hoax

LEA 15

18

SECRET

1 INC FILE 18

18

SECRET
DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON, D. C.

AFCIR-06-5

4 MAR 1948

SUBJECT: Flying Discs

TO: Commanding General, Air Materiel Command, Wright-Patterson
Air Force Base, Dayton, Ohio
ATTN: TSDIN

Attached report from Military Air Attache, Canada, closes the incident reported by Johnson and Harrison.

BY COMMAND OF THE CHIEF OF STAFF:

Douglas W. Kiegan

1 Incl.
MAA Canada Rpt.
dtd 2 Feb 48

DOUGLAS W. KIEGAN
Lt. Colonel, U.S.A.F.
Executive, Intelligence Requirements Div.
Directorate of Intelligence

INC FILE 18

SECRET

10440/8

SECRET
REF ID: A66348

SECRET
21 Jan. 1948
Source: JAF. All. Intelligence

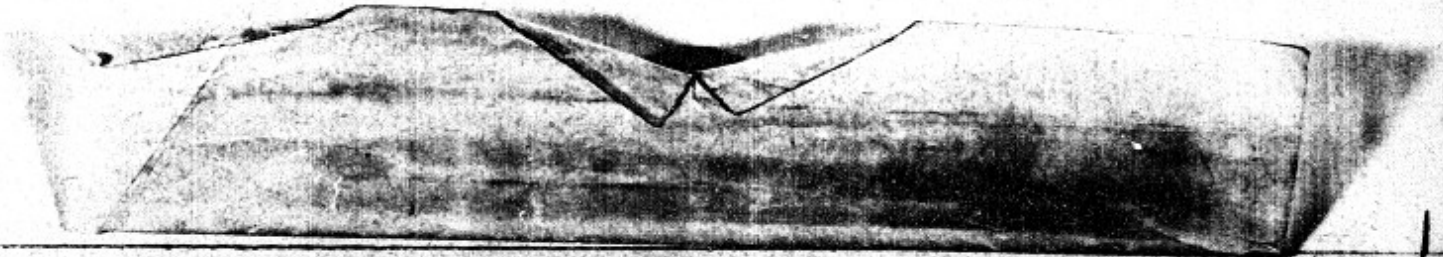
The following communication, quoted below, has been received from the Director of Military Intelligence regarding JAF. 1948-1301.
It has not been definitely determined that both the source and story were a hoax. Prepared for public emergency.

No information is available as to what, if any, will be stated by civilian authorities.

Unless otherwise instructed this report will state only the exact number.

1. Title: ()
2. Source: ()
3. Story: ()
4. Remarks: ()

INC FILE 12



Incident # 15

Incident # 19

CONFIDENTIAL

TENAD-2B

TENAD-2B/ACL/2222

"Flying Discs"

Chief of Staff
United States Air Force
Washington 25, D. C.
ATTN: AC/AS-2
Lt Col George Garrett

1. Inclosed statement by Mr. S. C. Britton, regarding his sighting strange aircraft in the vicinity of Dayton, Ohio, is submitted for information and review.
2. A check of military aircraft operating in this area at the time the incident took place indicates that the objects seen are still unidentified.
3. An investigation indicates that Mr. Britton's testimony should be considered reliable. Objects seen could very likely be connected with the "Flying Disc" incident.
4. No further action will be taken unless requested by Headquarters, AC/AS-2.

FOR THE COMMANDING GENERAL:

1 Incl
Statement (2)

H. M. McCoy
Colonel, Air Corps
Chief of Intelligence
Intelligence Department

CONFIDENTIAL

McCoy

Statement by Mr. E. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

Mr. Britton's sighting was broadcast over the local Dayton station, "WING", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

Mr. A. C. Leeding of Analysis Division, Intelligence Department, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact Mr. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet Mr. Britton at his home around noon the same day. The statements made by Mr. Britton during this interview are as follows:

"At approximately 1230 Eastern Standard time Monday, 20 October 1947, I was strolling in my orchard in a Easterly direction with my grandson, E. C. Britton, III. Suddenly the little fellow exclaimed, 'Look @unids the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from West to East, but slightly to the North. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I knew that what I saw was real. They were not meteors, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. Therefore, I immediately called the Herald Newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of making an official report.

CONFIDENTIAL

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I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due South from the center of Dayton, and will invite anybody to check on my social standing and character."

Signed

F. C. Britton, Sr.
David Road
Montgomery County
Van Buren Township,
Dayton, Ohio

Sworn to and subscribed before me at
Dayton, Ohio this 23rd day of October, 1947.

Signed

Edith W. Gavin
Notary Public in and for
Montgomery County, Ohio
My Commission expires
23 July 1949.

CONFIDENTIAL

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 19

1. Date 20 Oct 47
2. Time 1530
3. Location David Road, Dayton, Ohio
4. Name of observer ~~Earl~~ S. C. Britton
5. Occupation of observer ~~David Road, Dayton~~ N/S
6. Address of observer David Road, Dayton
7. Place of observation ground - David Road, Dayton
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1 to 5 miles high - could not be determined
12. Speed Very fast
13. Direction of flight West to East but slightly to the North
14. Tactics One object followed the other about a city block apart
15. Sound None
16. Size N/S
17. Color Reflected light
18. Shape like cigar
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails like a slight trace of steam
22. Weather conditions CAVU
23. Effect on clouds N/S - no clouds
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

CONFIDENTIAL

CONFIDENTIAL

Witness strolling in his orchard in an easterly direction when his grandson called his attention to "the funny flying fishes in the sky" Looking up he saw 2 strange looking craft flying very fast in a very straight course from West to East but slightly to the North. The sun was to observer's right and the sky cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result the shape was not clearly evident but he distinctly observed that they did not have wings and they looked like tubes - longer than they were wide. They were flying together, one object to the rear about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. Seemed very high but observer could not judge this except that they were at least a mile high and possibly 3 miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam attached to the plane which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary planes and jet aircraft. Witness familiar with aircraft since they fly over his property daily. He was positive that they were not meteors, birds nor ordinary aircraft.

NOTE: Subsequent investigation by this Cmd indicates that Mr. Britton's testimony should be considered reliable. The objects seen are not as yet identified.

CONFIDENTIAL

2 Bright Streaks Against Sun Replace Flying Saucers Here

Hold your hats, folks . . . here we go again!

It's those strange things flitting through the heavens again. However, this time they aren't on nocturnal flights, casting eerie glows against night skies.

They are right out in open daylight and, according to S. C. Britton, who lives out on David road, here in Dayton . . . "The darn things don't look like anything I've ever seen before."

It seems that Britton and his visiting five-year-old grandson, Steve Britton, of Bartlesville, Okla., were cutting across the Britton orchard at 1:40 p. m. yesterday when the lad's eyes popped wide open as he gazed heavenward.

"Look, grandpop," the youngster screamed, pointing a tiny finger to the skies.

Grandpaw Britton looked, then called The Journal.

"I guess people should keep their mouths shut when they see these things," he said. "else people'll think they're crazy. But those things sure do not resemble anything I've seen before, and I've seen nearly everything that flies winging around here."

"There were two bright streaks giving off a big glow against the sun. They didn't seem to have wings, and they weren't round. I don't know what they were."

Steve agreed with his grandpop. And he should know planes, he says, because his dad is Maj. S. C. Britton Jr., a combustion engineer, now doing a two-week active duty trick at Wright Field.

A check at Wright Field could throw no light on the mystery. So, all we can do is wonder.

Incident
#19

CONFIDENTIAL

Statement by Mr. S. C. Britton, Sr., of Dayton, Ohio, regarding sighting of an unidentified aircraft, Monday, 20 October 1947.

Mr. Britton's sighting was broadcast over the local Dayton station, "WING", at 0730 Tuesday morning and was also reported in both Dayton newspapers, the Herald and the News, Tuesday, 21 October 1947.

Mr. A. C. Loedding of Analysis Division, Intelligence Department, Headquarters, Air Materiel Command, Wright Field, Dayton, Ohio, who is project engineer for unidentified flying objects attempted to contact Mr. Britton by telephone on Tuesday evening but was unsuccessful. However, an appointment was made by telephone early Wednesday morning to meet Mr. Britton at his home around noon the same day. The statements made by Mr. Britton during this interview are as follows:

"At approximately 1320 Eastern Standard time Monday, 20 October 1947, I was strolling in my orchard in a Easterly direction with my grandson, S. C. Britton, III. Suddenly the little fellow exclaimed, 'Look Grandpa the funny flying fishes in the sky.' Looking up I observed two strange-looking aircraft. They were flying very fast in a very straight course from West to East, but slightly to the North. The sun was to my right and the sky was cloudless which seemed to make the objects reflect the sunlight rather brilliantly. As a result, the shape was not clearly evident but they distinctly did not have wings and they looked like cigars, that is; they were much longer than they were wide. They were flying together. One object was to the rear and about one city block apart and to the right of the leading plane. They did not dip nor veer from a straight flight in any manner. They seemed to be very high but I could not judge the altitude exactly except that they were at least one mile high and could have been five miles high. There was no noise nor sound of any kind. The trail or exhaust was very unusual and seemed like a slight trace of steam that seemed attached to the airplane and which disappeared immediately. It did not persist in the air like vapor trails nor like exhaust from ordinary airplanes and jet aircraft of which I am very familiar having lived in the same house for the past twenty-two years and viewing airplanes almost daily that fly over my property. I am in very good health, active, and my eyes are also considered good even though I am fifty-eight years old.

I know that what I saw was real. They were not meteors, birds, nor ordinary aircraft. I was so surprised and certain that the objects were strange that I felt duty-bound to make some sort of official report. Therefore, I immediately called the Herald Newspaper and told them what I had seen. I was not seeking publicity, and only thought that was the best and quickest way of making an official report.

CONFIDENTIAL

CONFIDENTIAL

I was born and raised in Dayton and have been living at my present residence for the past twenty-two years, which is approximately six miles due South from the center of Dayton, and will invite anybody to check on my social standing and character.

S. C. Britton Signed
S. C. Britton, Sr.
David Road
Montgomery County
Van Buren Township,
Dayton, Ohio

Sworn to and subscribed before me at
Dayton, Ohio this 23rd day of October, 1947.

Edith W. Gavin Signed
Edith W. Gavin
Notary Public in and for
Montgomery County, Ohio
My Commission expires
23 July 1948.

CONFIDENTIAL

Incident # 20

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 20 Oct 47 Incident # 20
2. Time 1100
3. Location, Xenia, Ohio
4. Name of observer Ruth Atkinson
5. Occupation of observer N/S
6. Address of observer R 1, Xenia, Ohio
7. Place of observation Xenia, Ohio
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 1000 to 1500 ft
12. Speed fast
13. Direction of flight Southwest
14. Tactics straight course
15. Sound None
16. Size 12" in dia.
17. Color Silver
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Could not see any propellers or dome which observer thought strange nor was the object making any noise at all.

NOTE: Observer mentions two witnesses

RESTRICTED

Information Request

Speed - Fast.

Shape - It looked round from this distance.

Size - About 12 in. in diameter

Color - Silver, and it did not reflect any light.

Altitude - About 1000 to 1500 ft.

Direction - South east.

Time - About 11 A.M.

Date - October 20, 1947

Flight Path - Straight forward.

I could not see any propellers or dome, and I thought it was strange because I see airplanes go over every day or so and hear the noise, and this object wasn't making any noise at all, and I had never seen anything

that looked just like that
object did.

Age - 26

Education - High School

Name - Ruth Atkinson.

Witness -

Martha E. White
Marvin E. White

INC FILED
20

Incident # 20

Incident # 21

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 21

FINC
FILE
11

1. Date 29 June 47
2. Time 1645
3. Location Des Moines, Iowa
4. Name of observer Dale Bays
5. Occupation of observer Agent of Amazing Stories Magazine
6. Address of observer Box 12, Crocker, I.O.
7. Place of observation Not stated
8. Number of objects at first 5, then 13
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 1200 ft.
12. Speed 500 mph
13. Direction of flight ESW
14. Tactics single file
15. Sound like an electric motor or dynamo
16. Size about 12 ft. thick & 175 to 250 ft. in diameter
17. Color Dirty white
18. Shape Between circle and oval - inverted saucer
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: None

RESTRICTED

Incident # 21

Incident # 22

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **21 June 1947** Incident # 22
2. Time **Shortly before noon**
3. Location **Spokane, Washington**
4. Name of observer **Guy R. Overman**
5. Occupation of observer **Not stated**
6. Address of observer **621 E. Hoffman Ave., Spokane, Washington**
7. Place of observation **Spokane, Washington in ground**
8. Number of objects **one at first. later others more indistinct**
9. Distance of object from observer **Not stated**
10. Time in sight **Not stated**
11. Altitude **7,000 or 8,000 feet**
12. Speed **slower than 2 motored plane.**
13. Direction of flight **South, a little to the west of south**
14. Tactics **Flashed repeatedly as it moved along**
15. Sound **Not stated**
16. Size **Quite large**
17. Color **Shiny - silvery**
18. Shape **flashes or discs**
19. Odor detected **Not stated**
20. Apparent construction **flashes or discs**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **became less distinct but flashed repeatedly.**
26. Remarks: (over)

RESTRICTED

On Saturday June 21st, shortly before noon, I was in our yard at home when I happened to glance up at a passing plane. I would say this was a two motored one from one of the army bases, flying south at about 10,000 or 12,000 feet. On the mere glance at the plane a bright shiny flash attracted my attention, coming from approximately two or three thousand feet lower than the plane, but slightly ahead of my line of vision of the plane. My first thought was that the plane had thrown out hand bills, but this could not be as they (the flashes or disks) were ahead of the plane. One thing different tho, it seems to me they were not traveling as fast as the plane. We realize to, now, that whatever they were, they must have been quite large, being as plain as the nearest one was, yet so high. And again, they were traveling south against prevailing winds. At least some of the smaller flashes, if not all were as high or higher than the plane, but the nearest one seemed lower, both when it flashed and otherwise, as it did intermittently.

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42

Commanding Officer,
Wright Field,
Dayton, Ohio.

621 E. Hoffman Ave.
Spokane, Wash.
July 4th, 1947.

Dear Sir:

Re- Letter of reported 'Flying Disks'.

See by local paper, information appreciated.
On Saturday June 21st, shortly before noon, I was in our yard at home when I happened to glance up at a passing plane. I am not too familiar with the various kinds of planes, but I would say this was a two motor plane from one of the Army bases here, flying south at about 10,000 or 15,000 feet.

As the mere glance at the plane, a bright shiny flash attracted my attention, coming from approximately two or three thousand feet lower than the plane, but slightly ahead of my line of vision of the plane. Immediately after the flash, I could see a more or less distinct line, or silhouette where the flash had been, only farther south, and as I looked intently I became aware of other more indistinct flashes, above, ahead, and behind the first, but so far away that I could see nothing more than the flashes at any time. The first tho, would flash repeatedly as it moved along.

My first thought was that the plane had thrown out hand bills, but this could not be as they (the flashes or disks) were ahead of the plane.

I called my wife from in the house, and she saw them as distinctly as I did, and we wondered what they could be. We realized they could not be hand bills, as they must have been of good size to show so plain from such a height. And again they were all silvery.

As I last seen, they were still traveling south, possibly a little to the west of south, BUT by this time the plane was ahead of them. In other words, they were to the back of the plane in our line of vision.

We shot no more of them until we see them mentioned in the papers, then realized we perhaps had seen what others had.

One thing different, tho, it seems to me they were not traveling as fast as the plane, as will be noticed from the above.

We realize to, now, that whatever they were, they must have been quite large, being as plain as the nearest one was, yet so high. And again, they were traveling south, against prevailing winds.

At least some of the smaller 'flashes', if not all were as high or higher than the plane, but the nearest one seemed lower, both when it flashed and otherwise, as it did intermittently.

This to you as it may of some use.

Respectfully

Guy R. Durman

P.S. Haven't heard of anyone else in, or near Spokane reporting on this. G.R.O.

Incident # 22

Incident # 23

CM

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **30 June 1947** Incident # 23
2. Time **5:45 PM approximately**
3. Location **Boise, Idaho**
4. Name of observer **Angelo Donofrio**
5. Occupation of observer **Not stated**
6. Address of observer **917 East Barnock Street, Boise, Idaho**
7. Place of observation **Boise, Idaho traveling west to Plantation Golf Course**
8. Number of objects **1**
9. Distance of object from observer **10 miles**
10. Time in sight **few minutes**
11. Altitude **3,000 feet**
12. Speed **Stationary**
13. Direction of flight **Stationary**
14. Tactics **None**
15. Sound **Not stated**
16. Size **Not stated**
17. Color **Bright and silvery**
18. Shape **Half circled**
19. Odor detected **Not Stated**
20. Apparent construction **Looked like a mirror in the sun**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Seemed to be clinging to a large cloud**
24. Sketches or photographs **None**
25. Manner of disappearance **Not Stated**
26. Remarks:

INC FILE 23

(over)

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An object was seen in this locality on 30 June 1947. The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a huge cloud. It was half circled in shape and just as bright and silvery looking as a mirror caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about 10 miles distant, and from our location, approximately 3,000 feet in the air.

Note: Witness states he has had "Aircraft Recognition" in the USAF about 4 times and is positive that the object sighted was not an airplane

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Mr. Angelo Donofrio
917 East Bannock St.,
Boise, Idaho

Inc # 23

Commanding General
Wright Field,
Dayton, Ohio

Dear Sir:

After reading the reports of "Mysterious Air Objects" in the local newspaper today, I, the undersigned, desire to report an object which I had seen in this locality on June 30, 1947.

The hour was approximately 5:45 PM and we (my wife and I) were traveling west to the Plantation Golf Course, which is approximately five (5) miles from Boise. On the way, I happened to spot something in the sky which seemed to be clinging to a huge cloud. Consequently, I brought the matter to my wife's attention and we both looked very hard to make it out, but to no avail. It was half circled in shape and just as bright and silvery looking as a mirror caught in the rays of the sun. After a few minutes of traveling and looking the object disappeared. I would say it was about ten (10) miles distant, and from our location, approximately three (3) thousand feet in the air.

I would like to state further, that I have had "Aircraft Recognition" in the USAAF about four (4) different times and I'm positive that the object was not an airplane.

Very truly yours,

Angelo Donofrio
Angelo Donofrio

PINC FILE 23

Incident # 23

Incident # 24

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 24

1. Date 12 June 1947
2. Time 6:15 P.M. evening
3. Location Weiser, Idaho
4. Name of observer Mrs. Herbert Erickson
5. Occupation of observer Not Stated
6. Address of observer R. #2, Weiser, Idaho
7. Place of observation Weiser, Idaho toward the west
8. Number of objects 1 at first later 1 more
9. Distance of object from observer Not stated
10. Time in sight few seconds
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight South easterly course
14. Tactics shooting up and down
15. Sound None
16. Size Not stated to far away to determine
17. Color Glistening in the sun
18. Shape Not stated to far away to determine
19. Odor detected Not stated
20. Apparent construction Tiny object which emitted vapor
21. Exhaust trails Vapor looked like clouds, kept shape and seemed to glide across the sky to the east.
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance only a glisten and vapor could no longer be seen
26. Remarks

INC FILE # 24

(over)

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On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the West, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen, thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. It was so far away we could not determine the size or even the shape. Its only identity was a glister in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and down before settling to a south-easterly course across the sky, where we followed them until they were only a glister and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the East where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour.

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Weiser, Idaho
July 3, 1947

#24
Jne

Commanding General
Wright Field
Dayton, Ohio
Dear Sir:

On the evening of June 12 about 6:15, a neighbor and I returning home from another neighbors, glanced into the sky toward the West, and saw what we thought was smoke from an airplane. She mentioned that she had never seen that before, so we stopped to look and listen, thinking we would see the plane. But there was no sound, so we kept looking until we saw a tiny object from which the vapor was emitting. However, it was so far away that we could not determine the size or even the shape. Its only identity was a glisten in the sun. We had watched this one for a few seconds, when from the general direction of the sun, another object shot into the sky. It followed the general direction of the first, shooting up and down before settling to a south-easterly course across the sky, where we followed them until they were only a glisten and the vapor could no longer be seen. After the objects were gone, we continued to look and to watch the vapor that had been left which now looked like clouds but kept a shape, and this shape seemed to glide across the sky to the East where there was a black streak leading to the horizon. The vapor stayed in the sky for over an hour. So far as dates have been given in the papers, this is the first time the objects were seen.

It seems probable that what we saw is what others are seeing and that we weren't seeing things, as some around here thought. There were four of us who watched this spectacle at this time: Mrs. Harold Boles, Mr. and Mrs. C. C. Beecher and myself.

Very truly yours,

Mrs. Herbert Erickson

R#2

Weiser, Idaho

Incident # 24

Incident # 25

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 July 1947** Incident # 25
2. Time **11:45 p.m.**
3. Location **East over West Trenton, New Jersey**
4. Name of observer **Miss Marion Marshall**
5. Occupation of observer **Not stated**
6. Address of observer **WINJ Western Electric, Trenton, New Jersey**
7. Place of observation **Southbound platform of the West Trenton station of the Reading railroad**
8. Number of objects **1**
9. Distance of object from observer **Not Stated**
10. Time in sight **Not Stated**
11. Altitude **High**
12. Speed **Fast**
13. Direction of flight **East over West Trenton**
14. Tactics **Not stated**
15. Sound **Not stated**
16. Size **Not stated**
17. Color **Luminous**
18. Shape **Flying saucer - no tail or halo**
19. Odor detected **Not stated**
20. Apparent construction **Not stated**
21. Exhaust trails **None**
22. Weather conditions **Bright moonlight**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **Not stated**
26. Remarks: **Over**

INC FILE 36

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I wish to report having seen a "flying saucer" on May 10, 1947, traveling east over West Trenton at 11:45 p.m. It was "flying" high and fast, was self-luminous with no tail or halo. The moonlight was bright at the time and I was standing on the southbound platform of the West Trenton station of the Reading railroad.

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W T N J
Western Electric

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TRENTON, NEW JERSEY
1310 K C

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TELEPHONES 8149
8140
8130

FRANKLYN J. WOLFF
General Manager

July 6, 1947,
Our 25th year.

Inc # 25

Commanding Officer,
Air Materiel Command,
Wright Field,
Dayton, Ohio.

Dear Sir:

I wish to report having seen a "flying saucer" on July 4, 1947, travelling east over West Trenton at 11.45 p. m. It was "flying" high and fast, was self-luminous with no tail or halo. The moonlight was bright at the time and I was standing on the southbound platform of the West Trenton station of the Reading railroad.

Very truly yours,

Marion Marshall

(Miss) Marion Marshall

MM:hg

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INC FILE 25

DocId: 425

CONFIDENTIAL

June F26

CONFIDENTIAL

TRDIA

Submission of Report

**Commanding General
Huntington Hall Ground
Fort Seward, Huntington
AFB 614 4/6 Detachment
New York, New York**

N F I D File

1. In compliance with Letter Order No. 47300 dated 30 July 1947, Headquarters Air Technical Command, Wright Field, Dayton, Ohio, copy of which is attached, there is herewith submitted for your information a copy of the report which was made as a result of the investigation directed by the attached order. Due to the exigencies of the situation and the short period of time involved, it was not practical to write the report while at Hunter Field.

2. Colonel William F. Sloan, the Commanding Officer of Hunter Field, was most cooperative and assisted the investigating officers with every ounce of his strength, which contributed in no small manner to the successful conclusion of the investigation.

FOR THE COMMANDING GENERAL:

**W. F. SLOAN
Colonel, USA
AFS 614 4/6 Detachment
New York, New York**

**H. E. SMITH
Colonel, USA
Huntington Hall Ground
Huntington AFB**

attached
June 27
27
29a

IND FILE

CONFIDENTIAL

Inc # 26

TSRAD/MS/ALS

TSRAD/YSDEM

Transmittal of Report of Investigation

**Commanding General
Army Air Forces
Washington 25, D. C.**

**ATTN: AC/AS-2
Colonel Robert Taylor III**

1. Transmitted herewith are two copies of a report on an investigation conducted at Hannon Field, Newfoundland, by Colonel W. R. Clingerum and Lt. Colonel E. S. Sebell of this Command. This investigation was accomplished in accordance with a verbal request from General Schulgen of AC/AS-2 to Colonel H. H. McRoy of Headquarters, Air Materiel Command.

2. This letter may be declassified upon removal of the attached report, in accordance with paragraph 9b, AR 380-5.

FOR THE COMMANDING GENERAL:

**Incl:
Rpt of investigation
w/Incls. (in Csp)**

**H. H. McROY
Colonel, Air Corps
Deputy Commanding General
Intelligence (D-2)**

TINC FILE 26

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INTELLIGENCE INVESTIGATION REPORT

1 August 1947

Inc # 26

1. In accordance with AMG Letter Orders 471390, dated 30 July 1947, copy attached, Colonel W. R. Gingsmann and Lt. Colonel E. C. McCall, Jr proceeded to Harmon Field, Stephenville, Newfoundland, arriving at Harmon Field, 31 July 1947. Upon arrival they reported to Colonel William F. Sloan, the Base Commander, who was also present at the interviews conducted at Harmon Field and was also given a verbal briefing of such information as was obtained.

2. Colonel Sloan called in Captain W. E. Smith, Base Intelligence Officer for discussion. Captain Smith stated that personnel of Pan American Airways and Trans World Airways voluntarily came to his office and reported sighting an object on the 10th of July 1947. The personnel were Mr. John N. Mehrman, TWA, Mr. Robert W. Leidy, TWA and Mr. John W. Woodruff of FAA, who agreed to furnish sworn statements of the phenomenon that they had viewed, copies attached hereto, as exhibit "A". Furthermore, Mr. Leidy had taken two photographs of the phenomenon on kodachrome film, which he had no objection to the Army developing and viewing for the purpose of attempted identification. This film was sent to New York by courier and eventually was forwarded to AG/AS-2. These two pictures showing the phenomenon, which had been forwarded to Hq. AMG, were in the possession of the investigating officers at the time of the trip to Harmon Field. Captain Smith arranged to have Mr. Leidy and Mr. Mehrman brought to the office of the Base Commander to be interviewed, at which time their statements substantially coincided with the attached sworn statements. These gentlemen did amplify the statements to the extent that normally Mr. Woodruff was prone to hid quite a bit and they did not believe him when he first made the statement about seeing the phenomenon, however, he convinced them quickly and they further insisted that the phenomenon that they viewed was exactly as described in the sworn statements. They had one correction to make in the type of camera used, it being a camera instead of an Argus, and had a 50mm F-8 lens.

3. Inasmuch as Mr. Woodruff had been transferred to Gander, a quick trip was made to that point where arrangements had been made to have Mr. Woodruff meet the plane at the airport for the purpose of having an interview. Mr. Woodruff in substance reiterated the statements that were contained in the sworn statement with a few slight qualifications; for instance he indicated that they saw the object at 1700 Atlantic Standard time and he was positive that the trail and the sun in the cloud persisted for at least one hour and fifteen minutes and was still visible in the sky after their arrival at Harmon Field. Mr. Gingsmann and Mr. Leidy stated that the trail as it appeared against the sky was only visible because it was slightly darker in color than the sky. Mr. Woodruff stated as he observed the phenomenon that it was happening so fast that the trail appeared and the cloud was separated into two pieces almost instantaneously and he was positive that he could see through the cloud where the phenomenon had occurred. Mr. Woodruff stated that the trail appeared to be a flat ribbon-like trail, which had a color like the exhaust of a diesel engine. It was in a horizontal plane and was in a north-southwesterly direction. He was positive that the trail was not that of a jet engine but that it was a flat ribbon-like trail. He was positive that the trail was not that of a jet engine but that it was a flat ribbon-like trail. He was positive that the trail was not that of a jet engine but that it was a flat ribbon-like trail.

INC FILE

Intelligence Investigation Report
6/1/47

depth or have any audible sound. It was noticeable in the statements of Mr. Leidy and Mr. Mohman that each insisted that the break in the cloud was clean in shape and it appeared to be as wide as the object that Mr. Woodruff allegedly saw, and that each stated that they could see the trail leaving the cloud indicating that the object disappeared over the horizon. All agreed that there was no explosion at the time of the visible course.

4. After interviewing the observers of the phenomenon, further discussion was held with the Intelligence Officer and the Base Commander in which it was revealed that the observer's reports had been checked and there was no reported aircraft in the vicinity at the time the phenomenon was reported. The statement was also made that if a Canadian or British aircraft had been flying in the vicinity of Huron Field, there would have been a report of it available. The weather conditions were also noted and reports verified that it was a clear summer day having scattered cumulus clouds from 4,000 to 10,000 feet with excellent visibility conditions. Visibility and brightness conditions at 1700 on a summer day at Huron Field are usually very excellent. It was difficult for Mr. Leidy, who made the Kodachrome photographs, to orient the film with respect to the angle in which the pictures were taken and it is unfortunate that they were over-exposed so that better rendition could be obtained. From the photo prints it is evident that some such phenomenon did occur. The amazing part was that a cloud was rent asunder and left in two definite parts and did not appear to join together again. This would lead to the conclusion that a body having a terrific heat or other power to split a cloud had passed through. It is a matter of common knowledge that when an airplane passes through a cloud the cloud is not usually disturbed. It was very noticeable that the course of the phenomenon was approximately 30° East of true North, which could be an indication that it was not originated from a foreign country. From an engineering standpoint it is difficult to ascertain how a body having the magnitude or heat content could be projected so as to tear a cloud apart in this particular location. One possible interpretation was that 't was a day time appearance of a shooting star which was difficult to substantiate because of the apparent relatively low altitude and the apparent horizontal course that it pursued.

5. Also attached herewith are copies of statements obtained by the Base Intelligence Officer of other objects sighted in the vicinity of Huron Field. These reports are submitted as a matter of interest. It was not possible to interview the observers at the time involved and it was considered that the statements were complete and apparently no further information could be obtained. During the evening of 21 July a final discussion was held with the Commanding Officer of Huron Field at which time a Mr. Larkin of the Kansas City Bridge Company was present and advised that Captain Collins, Master of steamer "Dodge" came from Sidney, Iowa Station to Port and Eugene, New Richmond, Ind. on the night of 20 July 1947 and about one hour out from Sidney had seen some strange lights in the northwest sky. Mr. Larkin stated that he is staying with three other persons at his company were on this steamer on the night of 20 July 1947 and on the board of Collins College during the night and were riding the same steamer. Mr. Larkin pointed to the northwest sky and said that there were some lights which Mr. Larkin stated were about four blocks in length and about one block in width and appeared to be in a north-south position. Mr. Larkin stated that the lights were about one block in length and one block in width and appeared to be in a north-south position.

Intelligence Investigation Report

4/1/47

tip light of an airplane and somewhat smaller than the moon as viewed on the horizon. Mr. Lemkin stated that he had spent considerable time in Alaska where he had formerly viewed the Northern Lights and was positive that the flashes he saw were not the Northern Lights and was not a common natural phenomenon. The flashes were visible at a 30° angle to the horizon, but it was not possible to estimate the distance from the ship.

6. The interviewing officers departed Harmon Field on the morning of 1 August and proceeded to Westover Field where they were detained practically all day due to airplane trouble. After departing Westover Field, they proceeded to Balling Field, where Colonel Robert Taylor, III of AG/AS-2 was contacted by telephone and a verbal report was given to him of the visit to Harmon Field. Colonel Taylor then requested that a written report be forwarded to AG/AS-2 for record. A copy of this report is being forwarded to the Newfoundland Base Command in accordance with paragraph 5 of I.O. 471390, Hqs. Air Materiel Command.

7. The two Kodachrome slides which are the property of Mr. R. W. Leidy are also attached to this report.

Prepared by Colonel W. R. Gillingham and Lt. Colonel E. G. Habbell of Hqs., Air Materiel Command, Wright Field, Dayton, Ohio.

2 Incls:

1. Rpt. by Base Intelligence Officer
Harmon Field, Newfoundland. 7/14/47
w/ 2 Incls.
2. Rpt by Base Intelligence Officer
Harmon Field, Newfoundland. 7/14/47
w/ 2 Incls.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 26
2. Time Between 3:00 and 5:00 PM in the afternoon
3. Location Pan American Airways, Harmon Field, Newfoundland
4. Name of observer Robert W. Leidy
5. Occupation of observer Station Mechanic
6. Address of observer APO 364, c/o Postmaster, New York, New York
7. Place of observation Traveling in a car returning from fishing.
8. Number of objects 1
9. Distance of object from observer Not Stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Terrific rate of speed in a circle because of the arcs in the path.
13. Direction of flight **Not stated**
14. Tactics Definite trail and caused clouds to break open as it went through.
It looked to be traveling in a circle and left sharp edges to cloud
15. Sound Not stated
16. Size Not stated
17. Color No difference in color looked as if object broke the cloud and left
this opening.
18. Shape Trail horizontal
19. Odor detected Not stated
20. Apparent construction object or flying discs
21. Exhaust trails bluish streak
22. Weather conditions Clear with clouds
23. Effect on clouds Cut a path through the cloud & you could see the trail
right through the clouds, and it left sharp edges on the clouds.
24. Sketches or photographs Kodachrome film
25. Manner of disappearance Not stated
26. Remarks: (over)

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Mr. Woodruff saw the object or flying disc first and said he saw the thing travelling through the sky. We did not believe him at first but when he was so concerned about it we stopped the car and got out. I had my camera so took a picture of it. There was a bluish streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through. It cut a clear path through the cloud and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds. The trail looked as if an object passed through similar to that of a pebble leaving a ring in the pond. There was no difference in color. It looked as if the object broke and cloud and left this opening.

CONFIDENTIAL

July 1947

"FLYING SAUCERS"

1. Organization : 1388th AAF Bu, NBC, ATLD, ATC, Harmon Field, Newfoundland.
2. Sighting : Flying Disc or other airborne object.
3. Place : Approx six (6) miles SSW of Harmon Field.
4. Time : 2000/Z, 10 July 1947
5. Altitude : 8- 10,000 ft.
6. Weather : Clear, Scattered Cumulus 8 - 10,000 ft.
7. Heading : NNE on horizontal course.
8. Speed : Very high velocity.
9. Shape & Size : Circular like a wheel, estimated to be same size as a C-54 as seen from 10,000 ft.
10. Color : Translucent or Silvery, left a Bluish Black trail approx. 15 miles long.
11. Photographs : Mr. Robert W. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
12. Reported by : Mr. John W. Merhman, TWA mechanic; Mr. John W. Woodruff, PAA mechanic; and Mr. Robert E. Leidy, PAA mechanic reported the above facts to the Intelligence Officer on 15 July 1947. A Flash Report was TWX ed to: Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding General's Hq. ATLD and Hq. NBC
13. General : Mister's Merhman, Woodruff, and Leidy were enroute from Stephenville Crossing to Harmon Field at the time of the sighting. Mr. Woodruff was the first to see the Disc, it appeared to rent or split the clouds through which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Merhman and Mr. Woodruff, Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

Information furnished above is considered significant and bears a striking resemblance to other reports in connection with the "Flying Saucer." The bluish black trail seems to indicate ordinary combustion from a turbo-jet engine, ethyl motor, or some combination of these two types of power plants. The absence of noise and apparent dissolving of the clouds to form a clear path indicates a relatively large mass flow of rectangular cross section containing a considerable amount of heat.

26

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Classification cancelled or

changed to RESTRICTED

INTELLIGENCE OFFICE

HEADQUARTERS 135TH AAF BANG WING

NEWFOUNDLAND BARRACOMBE, ST. JOHN'S

AFPO 654, a/o Postmaster, New York, N. Y.

Authority of CC, AD-ATG

(Rank)

(Date)

16 July 1947

Interrogation of ROBERT W. LEWIS, Station Mechanic, Pan American Airways, Harmon Field, Newfoundland, taken at 1430 HRT, 16 July 1947, by Captain William H. Smith, AG, Intelligence Officer.

Q. Were you with Mr. Woodruff and Mr. Robinson on the evening when they saw an object or flying disk passing over the sky on 10 July 1947?

A. Yes, I was.

Q. Were you or any members of the party drinking?

A. No, I had one can of beer, that was about half hour before that.

Q. Can you tell me the circumstances under which you saw the object or its trail?

A. Well, Mr. Woodruff saw it first and said he saw the thing travelling through the sky. We did not believe him at first but when he was so concerned about it we stopped the car and got out. I had my camera so took a picture of it. There was a bluish streak left in the sky which could not have been a cloud formation. It was a definite trail and caused the clouds to break open as it went through.

Q. Did it cut a path through the clouds?

A. Yes, it was very clear, and you could see the trail right through the cloud, it looked to be travelling in a big circle and it left sharp edges to the clouds.

Q. What was the trail like?

A. I would not say it was exhaust, it looked as if an object passed through similar to that of a pebble leaving a ring in the pond.

Q. Was there any difference in the color?

A. No, it looked as if the object broke the cloud and left this opening.

Q. Was the trail horizontal, going up, or coming down?

A. It looked horizontal.

Q. What was the altitude of the clouds?

A. I don't know, sir, they were pretty high though.

Q. What time was this?

A. I don't know exactly sir, but it was between three and five o'clock in the afternoon, we were coming back from fishing.

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~~CONFIDENTIAL~~

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~~RESTRICTED~~
~~CONFIDENTIAL~~

Interrogation of Robert V. Loidy (Cont'd)

- Q. Did you see the object?
A. No.
- Q. How long do you think the trail was?
A. I don't know, sir, but the trail was very long, that is why I think something went through the sky because of the trail and blank space it left, you could easily see it.
- Q. Was the trail on a straight course?
A. Well, as I said before, it looked to me from the ground, that it was travelling at a terrific rate of speed in a circle because of the area in the path.
- Q. Have you ever seen a meteor?
A. No.
- Q. Can you estimate the size of the cut in the clouds?
A. No.
- Q. How long have you been working around planes, etc?
A. Six (6) years.
- Q. Were you in the Army during the war?
A. No.
- Q. How many pictures did you take?
A. Two.
- Q. What type camera did you have?
A. An Argus, P-2.
- Q. Was the film black and white or Kodachrome?
A. It was Kodachrome.
- Q. Where are the film now?
A. Well, I took three or four rolls and I am not sure which one the pictures are on.
- Q. I understood from Mr. Woodguff that they are being developed.
A. I think it is out of the camera sir, but I have not seen that out yet.
- Q. Will you give us the four rolls of film so we can have them processed officially?
A. Yes, sir.

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R. M. L.

~~CONFIDENTIAL~~

Interrogation of Robert W. Leidy (cont'd)

~~RESTRICTED~~

- Q. Are you willing to give the Army a copy of the pictures of the trail?
- A. Yes.

Robert W Leidy

~~Robert W. Leidy~~
Station Mechanic
Pan American Airways

Sworn and subscribed to before me
this 17 day of July 1947.

S. L. Gibson, Jr

S. L. GIBSON, JR
Captain, Air Corps
Adjutant

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CONFIDENTIAL
INTELLIGENCE OFFICE
1358TH AAF BASE UNIT
NEWFOUNDLAND BASE COMMAND, ATLD-ATC
APO 841, c/o Postmaster, New York, N. Y.

SUBJECT: Kodachrome Film of Flying Disc's or Other Airborne Object's Trail.

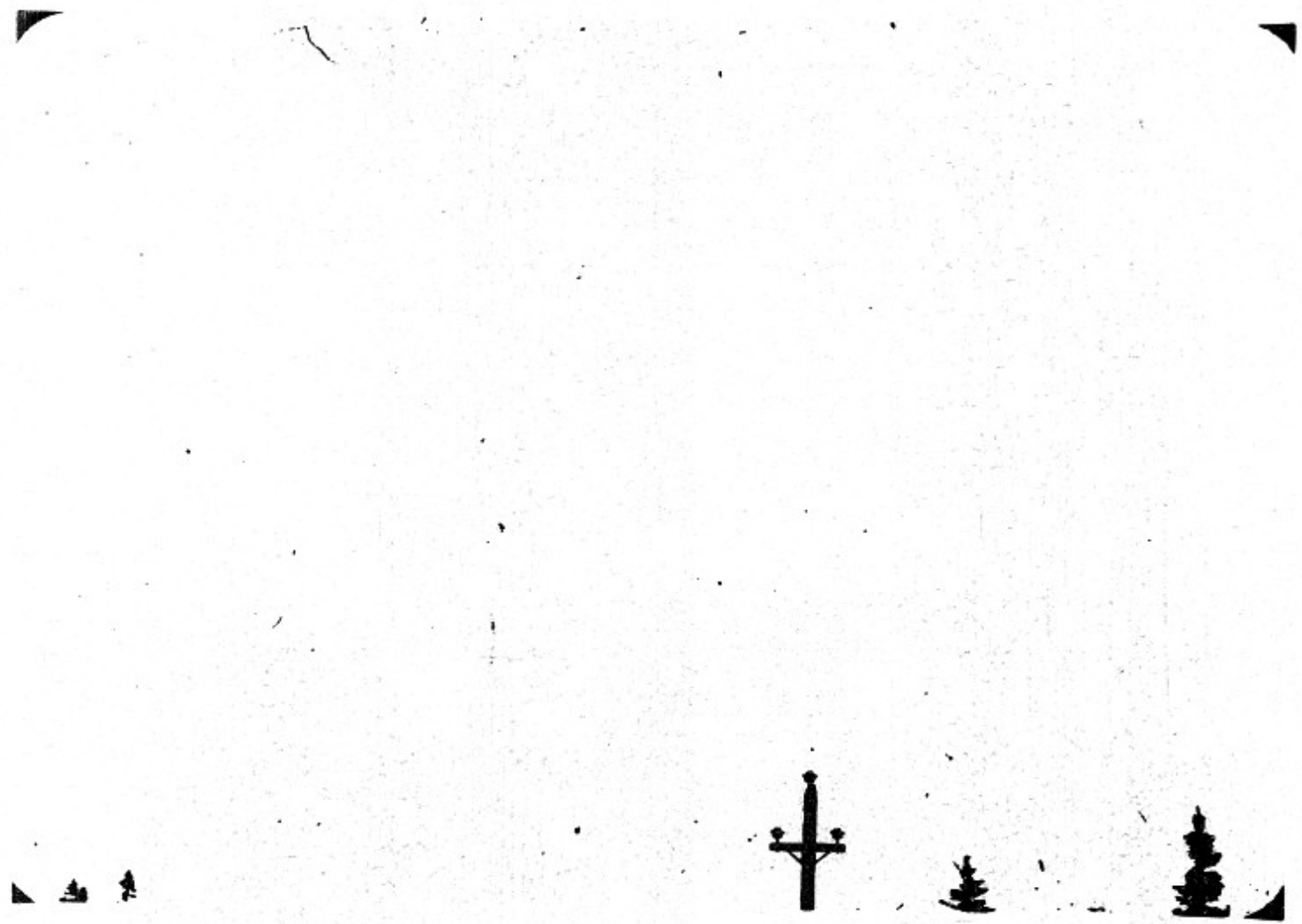
TO: Commanding General,
Atlantic Division, ATC
Fort Totten, Long Island, N. Y.
ATTENTION: Lt. Col. James H. Brewster, Jr.
Assistant Chief of Staff, Intell.

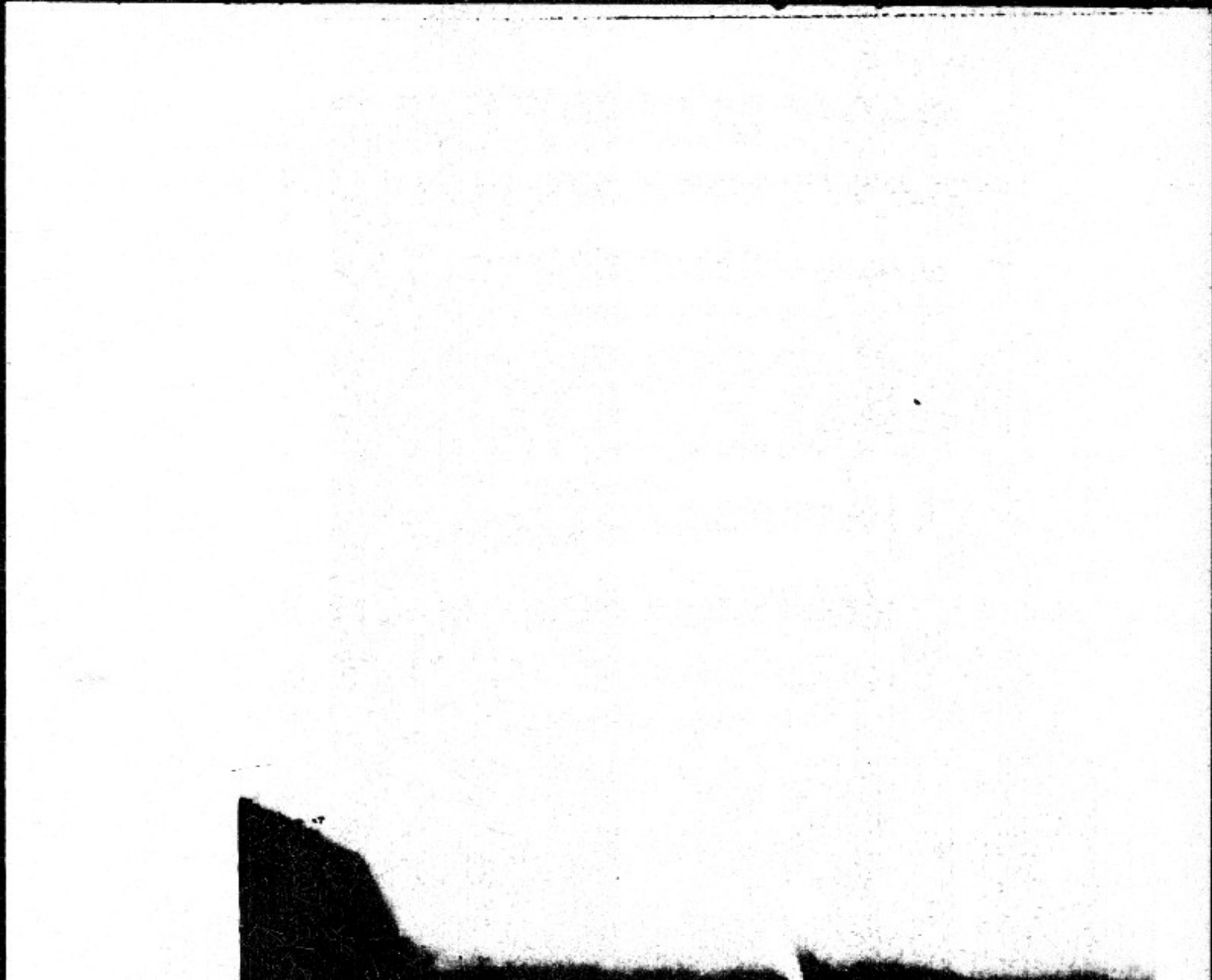
Inc 11 2-b

1. Transmitted herewith three (3) rolls of Kodachrome Film belonging to Robert W. Liedy, mechanic for Pan American Airways.
2. Mr. Liedy states that on one of the three (3) rolls there are two (2) pictures of a Flying Disc's or other Airborne Object's trail, taken on 10 July 1947.
3. The Assistant Chief of Staff, Intelligence, Newfoundland Base Command directed that the film be transmitted to your Headquarters for processing and further disposition, and that TX's have been dispatched giving further information from Headquarters, Newfoundland Base Command.
4. According to the statements of the observers, the object itself may not be on the film, but its trail, which is said to have been bluish black, or the object's effect on the cloud formations, will appear on the photographs.
5. Request that the rolls of film be returned to Mr. Robert W. Liedy, APO 841, c/o Postmaster, New York, New York, after they have served their official purposes.

FOR THE COMMANDING OFFICER:

WILLIAM H. SMITH
Captain, Air Corps
Intelligence Officer







Incident # 27

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 27
2. Time Evening
3. Location Harrison Field, Newfoundland
4. Name of observer John N. Mahman, Jr.
5. Occupation of observer Supervisor and Mechanic
6. Address of observer Pan American Airways, Harrison Field, Newfoundland
7. Place of observation Coming up over the mountain between Harrison Field and Stephenville Crossing.
8. Number of objects 1
9. Distance of object from observer Did not see the object saw the trail as it was left behind
10. Time in sight Not Stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight Not stated
14. Tactics Object was horizontal and seemed to remain on true course.
15. Sound No noise
16. Size Did not see object
17. Color not stated
18. Shape not stated
19. Odor detected Not Stated
20. Apparent construction Not stated
21. Exhaust trails Bluish black. band across the sky in a straight path
22. Weather conditions Scattered clouds
23. Effect on clouds The object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (Over)

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On the evening of 10 July 1947 we were coming up over the mountain between here and Stephenville Crossing. The car was going up hill and we could see the sky through the windshield. Mr. Woodruff said "look at the cut in the sky". I looked and saw a bluish black vapor trail. The clouds were very scattered and were about 8000 to 10,000 feet, the object passed through and cut the cloud leaving a gap where you could see the blue sky, like a knife had cut it. The edges were feathered similar to a weld, as if you cut a weld in half. The estimate course of the object was approximately North North East. The trail was bluish black in color, very easily distinguished from the blue sky. The trail was more or less a band across the sky in a straight path. There was no noise.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 1947 Incident # 27 A
2. Time 1700 U 30176-A
3. Location Harmon Field, New Foundland
4. Name of observer John E. Woodruff
5. Occupation of observer Chief Mechanic, Pan American Airways
6. Address of observer Pan American Airways, Harmon Field, Newfoundland
7. Place of observation Between Harmon Field and Stephenville Crossing
coming over the hill
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight ~~XXXXXXXXXX~~ Split second
11. Altitude ~~XXXXXXXXXX~~ Between 5000 to 10,000 ft
12. Speed Terrific rate
13. Direction of flight North North East
14. Tactics Travelling horizontal
15. Sound Not stated
16. Size About the size of a 54 or a Constellation
17. Color Translucent
18. Shape Disk like a wheel
19. Odor detected Not Stated
20. Apparent construction disk
21. Exhaust trails dark bluish approx. 15 to 20 miles long
22. Weather conditions Very clear and clouds very scattered
23. Effect on clouds Opened the clouds as it went through the air.
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (over)

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U-30176-A

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John E. Woodruff saw one of the so called "flying disks" or other object on 10 July, at approximately 1700. We were coming back from a fishing trip, and coming over the hill between here and Stephenville Crossing you can see the cloud formation ahead, I saw the object break out where the clouds opened and it left its trail behind it. It was very clear and the clouds were very scattered. I'd say the approximate altitude of the clouds was from 8000 to 10,000 feet. The object appeared to be a translucent disk like a wheel travelling at a terrific rate of speed and opened the clouds as it went through the air. The disk was travelling horizontal. It appeared to be about the size of a 54 or Constellation. It spread the clouds out about half mile. It cut a clear path right through the cloud. It left a trail dark blueish in color similar to a high power light. The trail was approximately 15 to 20 miles long.

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H-30176-A
12-27-4

ROUTING AND RECORD SHEET

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and addresses.

Place initials of dictator and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Pictures taken by Mr. Woodruff, Incident #40

TO *ASIS* **FROM** *ASIS* **DATE** 13 Feb 48 **COMMENT NO.** 1

1. Reference is made to ASD Weekly Intelligence Summary, dated 13 July 1947, page 2, "Flying Object", a copy of which is inclosed.
2. Referenced item states that Kodachrome pictures were taken of an unidentified flying object by Mr. Woodruff of Lunenburg Field, Newfoundland on 10 July 1947.
3. It is requested that the films or photographs be obtained for study. Also, the reference should be returned for file.

1001
ASIS
13 Jul 47

W. D. ...
 Technical Assistant
 Analysis Division
 Intelligence Department

S.L./ant
2-7280
1001
13 Feb 48

Received

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G-30176-A

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~~CONFIDENTIAL~~

Classification cancelled or
changed to *RESTRICTED*

authority of CC, AD-ATC

(Name) (Rank) (Date)

HEADQUARTERS
Newfoundland Base Command, ATID-ATC
Fort Pepperrell, Newfoundland
APO 862, c/o Postmaster, New York, N. Y.

28 July 1947

SUBJECT: Letter of Transmittal.

TO : Commanding General,
Atlantic Division, ATC,
Fort Totten, Long Island, N. Y.
(ATTENTION: AC/S, Intelligence)

1. Transmitted herewith, as inclosures 1, 2 and 3, are Final Reports of Sightings of "Flying saucers" in Newfoundland and vicinity listed as follows:

Final Report of Sighting - 2000Z, 10 July 1947
" " " " - 0030Z, 11 July 1947
" " " " - 0015Z, 20 July 1947

2. Reference TWK - EN 18469, this headquarters, dated 121730Z July 1947, regarding sightings of "Flying saucers" by Constable ERIC KEARSEY, Newfoundland Constabulary, at Grand Falls, Newfoundland, on the night of 9 July 1947, attached herewith, as inclosure 4, is signed statement of this sighting by Constable KEARSEY.

FOR THE COMMANDING GENERAL:

Marion C. Miller
MARION C. MILLER,
Captain, Air Corps,
AC/S, Intelligence.

- 4 Incls:
1. Final Rpt of Sighting, 10 Jul 47
 2. " " " " , 11 Jul 47
 3. " " " " , 20 Jul 47
 4. Signed Statement - Const KEARSEY

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~~CONFIDENTIAL~~

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Extract from Weekly Intelligence Summary, AIC, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 16 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iris Kearney, has reported to personnel of the 1560th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0800Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John M. Mehrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SEW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NEW course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1560th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed Mehrman's and Woodruff's report to this office state that photographs were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as seen as received". On 11 July 1947, Col Bruce H. Perry and Major William E. Snyder of the 59th Airway and Air Communications Service Group, Enderbary Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NEW direction in the vicinity of the field. On 12 July at 0830 hours local time (0800Z), Major Edward Graham of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 30 feet in diameter" in the vicinity of Enderbary Field flying in a NEW direction following the course of the coastline five miles away. The object was reported as flying at an altitude of "2000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 landing into a 20 mile per hour wind. This office has drawn no conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary concerning

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than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Lens of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

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~~CONFIDENTIAL~~ Class: Information cancelled or
changed to Restricted

INTELLIGENCE OFFICE authority of CC, AD-ATC
HEADQUARTERS 150TH AAF BASS WING
NEWFOUNDLAND BASE COMMAND, AFB-150 (Rank) (Date)
APO 654, c/o Postmaster, New York, N. Y.

16 July 1947

Interrogation of JOHN W. NEWMAN, JR., Supervisor and Mechanic,
Trans World Airways, Harmon Field, Newfoundland, taken at 1430 EST,
16 July 1947, by Captain William H. Smith, AS, Intelligence Officer.

- Q. How long have you been associated with aircraft and aviation?
A. Since approximately 1938.
- Q. Were you in the Army during the War?
A. Yes.
- Q. What did you do in the Army?
A. Aerial Gunner.
- Q. Did your job during the war entail you to be able to judge distances
and sizes of objects and ranges?
A. Yes.
- Q. On the evening of 10 July 1947, did you see one of the so called
"Flying Disks" or an object in the sky?
A. Yes, we were coming up over the mountain between here and Stephen-
ville Crossing. The car was going up hill and we could see the sky
through the windshield. Mr. Woodruff said "look at the cut in the
sky". I looked up and saw a bluish black vapor trail.
- Q. Did you see the object?
A. No, I just saw the trail as it was left behind.
- Q. Can you describe the effect the object had on the cloud formation?
A. The clouds were very scattered and were about from 5000 feet to
10,000 feet, the object passed through and cut the cloud leaving a
gap where you could see the blue sky, like a knife had cut it. The
edges were feathered similar to a weld, as if you cut a weld in half.
- Q. Did the object appear to be descending, ascending, or horizontal?
A. It was horizontal and seemed to remain on a true course.
- Q. What was your estimate of the course?
A. Approximately North North East.
- Q. Can you give any estimate as to the size of the object?
A. I did not see the object.


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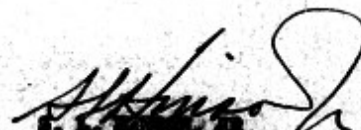
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Interrogation of John E. Mohrman, Jr

- Q. Can you describe the trail?
A. It was bluish black in color, very easily distinguished from the blue sky. A diesel exhaust would be similar to it.
- Q. Was the trail fan shaped?
A. No it was more or less a band across the sky in a straight path.
- Q. Did it make a noise?
A. No noise.
- Q. What went on in the car when you sighted the object?
A. We stopped the car and got out and looked at it. One of the boys had a camera and took a photograph of the trail that the object left.
- Q. What was the name of the man who took the photograph?
A. Robert Leidy.
- Q. Do you know what type of film Mr Leidy was using?
A. Kodachrome, I believe.
- Q. Do you know whether Mr. Leidy saw the Disk or object?
A. I don't believe so.


John E. Mohrman, Jr
Supervisor and Mechanic
Trans World Airways

Sworn and subscribed to before me
this 17 day of July 1947.


G. L. Mohrman, Jr
Captain, Air Corps
Adjutant

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- 2 -

~~CONFIDENTIAL~~

Classification cancelled or
reduced to Restricted

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INTELLIGENCE OFFICE authority of CC, AD-ATC
HEADQUARTERS 1300th AAF Base Headquarters
NEWFOUNDLAND BASE COMMAND, AFB-400
APO 504, c/o Postmaster, New York, N. Y. (Rank) (Date)

16 July 1947

Interrogation of JOHN E. WOODNEY, Chief Mechanic, Pan American Airways, Harmon Field, Newfoundland, taken at 1415 HRS, 16 July 1947, by Captain William H. Smith, AS, Intelligence Officer.

- Q. Did you see one of the so called "Flying Disks" or other object on the 10th July?
A. Yes, I did.
- Q. Can you give the approximate time?
A. Approximately 1700.
- Q. Tell me the circumstances under which you saw this object.
A. We were coming back from a fishing trip, and coming over the hill between here and Stephenville Crossing you can see the cloud formation ahead, I saw the object break out where the clouds opened and it left its trail behind it.
- Q. Had you been drinking?
A. No.
- Q. You were riding in a car at the time you saw it?
A. Yes, in the front seat of the Pan American car.
- Q. What was the weather like that day?
A. It was very clear and the clouds were very scattered.
- Q. What was the approximate altitude of the clouds?
A. I'd say from 5000 feet to 10,000 feet.
- Q. Did you see the Disk itself?
A. Yes, what it appeared to be was a translucent disk like a wheel travelling at a terrific rate of speed and opened the clouds as it went through the air.
- Q. How was this Disk travelling, horizontal, descending or ascending?
A. It was horizontal.
- Q. About how big did it appear to you?
A. From the height of it, I'd say it was about the size of a ♀ or a Constellation.
- Q. About how far apart did it break the clouds?
A. It spread the clouds out about half mile.

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Interrogation of John E. Woodruff (Cont'd)

- Q. What kind of a break did it make in the clouds?
A. It cut a straight path right through the cloud.
- Q. Did it leave a trail?
A. Yes, it left a trail dark blueish in color similar to a high power light. The trail was from approximately fifteen (15) to twenty (20) miles long.
- Q. Have you ever seen a meteor?
A. Yes.
- Q. Do you think this was a meteor?
A. No, I don't think so, it was out too clean. This was as straight as an arrow.
- Q. What was the course of the object?
A. Well, looking at the map I'd say North North East.
- Q. Have you been working around airplanes long enough to know the size of an aircraft and the height from a distance?
A. Yes.
- Q. For long have you been working around aircraft?
A. Seven (7) years.
- Q. Were you in the Army during the time of the War?
A. No.
- Q. Did you take any pictures?
A. No, I did not, but one of the boys took some.
- Q. Do you think the pictures will show up?
A. Yes, it was an ideal day for pictures.

John E. Woodruff
JOHN E. WOODRUFF
Chief Mechanic
Pan American Airways

Sworn and subscribed to before me
this 12 day of July 1947.

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~~RESTRICTED~~

W. H. Smith, Jr.
W. H. SMITH, JR.
Captain, Air Corps
Adjutant

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FINAL REPORT OF SIGHTING

Classification cancelled or
changed to RESTRICTED

Authority of CC AD-ATC
Pres. Copy #1. 6 Aug 47

(Name) (Rank) (Date)

- 1. Org. : 1386th AAF BU, NBC, ATLD, ATC. Harmon Field, Newfoundland.
- 2. Sighting : Flying Disc or other airborne object.
- 3. Place : Approx six (6) miles SSW of Harmon Field.
- 4. Time : 2000/Z, 10 July 1947
- 5. Altitude : 8- 10,000 ft.
- 6. Weather : Clear, Scattered Cumulus 8 - 10, 000 ft.
- 7. Heading : NNE on horizontal course.
- 8. Speed : Very high velocity.
- 9. Shape & Size: Circular like a wheel, estimated to be same size as a C-54 as seen from 10, 000 ft.
- 10. Color : Translucent or Silvery, left a Bluish Black trail approx 15 miles long.
- 11. Photographs: Mr. Robert W. Leidy reported that he took two (2) Kodachrome snap shots of the trail.
- 12. Reported By: Mr. John N. Merhman, TMA mechanic; Mr. John W. Woodruff, PAA mechanic; and Mr. Robert E. Leidy, PAA mechanic reported the above facts to the Intelligence Officer on 15 July 1947. A Flash Report was TWX ed to : Action copy Commanding General, Hq. ATC, Attn. Asst. Chief of Staff, Intelligence. Info copies: Commanding Generals Hq. ATLD and Hq. NBC
- 13. General : Mister's Merhman, Woodruff, and Leidy were enroute from Stephenville Crossing to Harmon Field at the time of the sighting. Mr. Woodruff was the first to see the Disc, it appeared to rent or split the clouds thru which it passed and left a Bluish Black trail approx. fifteen (15) miles long behind it. The trail was similar to the afterglow of a powerful landing light or search light beam after it is suddenly switched off. The object maintained a straight and horizontal course according to Mr. Merhman and Mr. Woodruff, Mr. Leidy stated it appeared to be on a great curved course on a horizontal plane. The object disappeared into the North Northeast. Mr. Leidy says he took two (2) Kodachrome Photographs of the trail. The film has been transmitted to the Asst. Chief of Staff, Intelligence, Newfoundland Base Command for processing.

William H. Smith
WILLIAM H. SMITH
CAPT. A.C.
Intelligence Officer

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end 1

June 27

FOR INTELLIGENCE PD ONE FLYING HIGH, SIGHTED ABOVE 20 JULY 47, OVER
 HARMON FIELD, MISSOURI, AT APPROXIMATELY 10000 FEET, COURSE:
 NORTH NORTH EAST PD WEATHER: CLEAR WITH SCATTERED CLOUDS AT 8-10000 FEET
 PD COURSE: SILVER PD DISC WAS FIRST SIGHTED ABOUT 6 MILES SOUTH SOUTH
 WEST FROM HARMON FIELD BY MR. HEDGECOCK, TWA REPRESENTATIVE AND MR.
 WOODHOFF, FAA REPRESENTATIVE PD DISC APPEARED ABOUT THE SAME SPAN AS
 C-54 AT 10000 FEET, WAS CIRCULAR IN SHAPE LIKE WAGONS WHEEL, DISC
 SEEMED TO CUT THE CLOUDS OPEN AS IT PASSED THEM AND LEFT A BLuish BLACK
 TRAIL APPROXIMATELY FIFTEEN MILES LONG PD TRAIL WAS SIMILAR TO THE
 BEAM SEEN AFTER A HIGH POWERED LANDING LIGHT OR SEARCH LIGHT IS SWITCHED
 OFF PD KODACHROME PICTURES WERE TAKEN AND ARE BEING DEVELOPED SEPARATE
 SIDE PD PHOTOS WILL BE FORWARDED AS SOON AS THEY ARE RECEIVED BY
 MR WOODHOFF END

Interview Herg Eckman Goodlyer (what h/A does Russian have.
 German - Russian Type
 what plans - potentialities
 Gen T-2 and Eng. Die
 rep. to Harmon Field in mind, and return via Wash
 reporting to Gen Schulgen A/As.
 Room 3 E 153

What has Brentnall prepared?
 " " Clingerman " ?

? mother ship pick-up - ?
 long range flight)
 does bi-jet make vapor - in trail - smoke or what.

Is Orail - about plane below on aircraft or high layer
 visible underneath

Incident # 27

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Incident # 26

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 28

1. Date 24 June 1947
2. Time Not stated
3. Location Idaho
4. Name of observer Lt Governor Donald S. Whitehead
5. Occupation of observer Lt. Governor
6. Address of observer Not stated
7. Place of observation Idaho western sky
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed ~~increased~~ Remained immobile
13. Direction of flight Didn't move just seemed to go below the horizon with the rotation of the earth
14. Tactics ~~increased hovering~~
15. Sound Not stated
16. Size not stated
17. Color not stated
18. Shape comet-like
19. Odor detected Not stated
20. Apparent construction not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds comet-like hanging in the western sky
24. Sketches or photographs Not stated
25. Manner of disappearance seemed to go below the horizon with the rotation of the earth.
26. Remarks: ~~END~~ (Over)

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It Gov Whitehead said that he saw a "comet-like object hanging in the western sky June 24." He stated that the object "didn't move but just seemed to go below the horizon with the rotation of the earth."

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UP - Persons in 7 states including the Lieutenant Governor of Idaho today reported they had seen the mysterious "flying saucers".

The projectiles variously described as "too fast for an airplane and not fast enough for a falling star", "not moving at all" and "traveling at great speed", were reported seen last night streaking over Denver.

It was the first report of the saucers in almost a week. Persons in Oregon, California, New Mexico, and Idaho reported seeing various versions of the unexplained projectiles.

Know # 28
Lt. Governor Donald S. Whitehead of Idaho said today that he saw a strange "comet-like object hanging in the western sky June 24." That was the day Kenneth Arnold of Boise, Idaho first reported seeing the projectiles over southeast Washington. Whitehead said the object he and 3 other witnesses saw "didn't move but just seemed to go below the horizon with the rotation of the earth."

At Denver, Henry Martin and Walter Harrod said they caught a brief glimpse of a group of "bright objects" flying at about 5,000 ft. last night.

WASHINGTON - Army research experts can't explain the flying saucers but they are investigating, they said.

At first, Army officers laughed off the reports, now they are beginning to take them seriously. At any rate, the air research center at Wright Field, Ohio is looking into the reports and all service intelligence agencies are at work on them.

Incident # 28

Incident # 29

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 14 June 1947 Incident #29
2. Time 1200 noon first time later at 1415 approximately
3. Location ~~XXXXXXXXXXXXXXXXXXXX~~ Portland, Oregon
4. Name of observer Richard Hankin
5. Occupation of observer Pilot
6. Address of observer 1808 South "B" St., Bakersfield, California
7. Place of observation Ground Front yard
8. Number of objects 10 first time 7 second time
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 3500 feet
12. Speed 350 miles per hour
13. Direction of flight First group South to North. Second group North to South
14. Tactics Flying in "V" formation with one object straggling in the rear
15. Sound Not stated
16. Size Resembled the XP5U-1
17. Color Not stated
18. Shape resembled the XP5U-1, the so called "Flying Flapjack"
19. Odor detected Not Stated
20. Apparent construction Flying machines
21. Exhaust trails Not stated
22. Weather conditions Clear and Sunny
23. Effect on clouds Not Stated
24. Sketches or photographs None
25. Manner of disappearance Not Stated
26. Remarks: (Over)

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At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked into the sky and saw ten articles flying from the South to the North at what I would judge to be 8500 ft. The objects were flying at approximately what I would judge to be 350 miles per hour. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California. The objects resembled the pictures that I have seen of the XF5U-1, the so called "Flying Flapjack" that the Navy is testing. At approximately 1415 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from North to South, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "v" formation with one object seemingly straggling in the rear of the formation. When the objects appeared the second time they were still in the "V" formation although there was only seven of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that this was the case, that the other three objects had probably gone back to their base on the other side of the mountains from Bakersfield. I am firmly convinced that the articles I saw are actually some sort of flying machines although I cannot say from where they came or to where they were going.

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

Inc #29

4AFDA/10
333.5 ID

SUBJECT: Investigation of "Flying Discs"

5 AUG

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. Attached statement and newspaper clipping forwarded your office per request of TWK from Headquarters Air Defense Command, Mitchel Field, New York, dated 10 July 47.

2. Information copy furnished Headquarters Air Defense Command.

FOR THE COMMANDING GENERAL:

Julian J. Turner

ASSISTANT COMMANDING GENERAL,
HEADQUARTERS FOURTH AIR FORCE,
HAMILTON FIELD, CALIFORNIA

Incls:

1. Statement re RANKIN, dtd 30 Jul. (dup)
2. Newspaper clipping, dtd 3 Jul (dup)

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PORTLAND, OREGON

30, July 1947

C-O-N-F-I-D-E-N-T-I-A-L

On 30 July 1947 Mr Richard Rankin, 834 W. S. Simpson Street, Portland, Oregon was interviewed by this agent and stated in substance as follows:

My name is Richard Rankin. I am 47 years old and have flown since I was nineteen years old. I first soloed in an air craft in 1919. I have flown over all the western parts of the United States many times and have mapped all of the western part of the United States during the years before the late war for the US Forest Service. I am familiar with almost every part of the western United States. During a great part of my life I have done stunt flying for air shows and various other types of aeronautical exhibitions. My brother was "Tex" Rankin who was quite well known in both civilian and Military flying circles for many years before his death and during the late war ran thousands of Flying Cadets through primary training schools owned and operated by him. To date I have accomplished 7000 hours in the air as pilot of both civilian and Military aircraft. I am well acquainted with most articles that one would see in the air and I feel that I am well qualified to say when I see articles flying through the air, although I would not attempt to say that I am infallible and state that I could definitely identify every object that might be flying through the air. The following is an account of what I saw on 14 June 1947 from the yard of my home at 180 South 4th St, Bakersfield, California.

At approximately 1200 noon on the 14 of June I was lying in the front yard of my home. There was a lad mowing the lawn at the time. I looked up into the sky and saw ten articles flying from the South to the North at what I would judge to be 8500 ft. The objects were flying at approximately what I would judge to be 350 miles per hour. As I have stated before, I have done quite a lot of map work for the US Forest Service. I distinctly remember that at the time I saw the articles I mentioned it to the lad who was mowing the lawn at the time. I told the lad that the objects were in all probability some sort of Army or Navy test planes from the nearby test centers on the deserts of Southern California. Having quite a knowledge of aircraft in general I attempted to explain to the lad mowing the lawn that the objects were probably on some sort of training mission for either the Army or Navy. At that time I did not give the slightest thought to anything but that the objects were some sort of test ship for the Government Services. The objects resembled the pictures that I have seen of the XF5U-1, the so called "Flying Flapjack" that the Navy is testing. After the objects disappeared I proceeded into the house and had my noon meal. At approximately 1415 I went back into the yard to sit and lie in the shade. At this time the objects reappeared going from North to South, although this time there were only seven of the articles. When I first saw the original ten objects they were flying in a "V" formation with one object seemingly straggling in the rear of the formation. When the objects appeared the second time they were still in the "V" formation although there was only seven of the objects at this time. I remember at this time that I told the lad, who was still working on the lawn, that probably three of the objects had proceeded back to their base on a different course. I actually thought that this was the case, that the other three objects had probably gone back to their base on the other side of the mountains from Bakersfield. A week or so later I read of Mr Kenneth Arnold claiming that he had seen articles flying through the air over the Cascade Mountains in

Incl # 1'

CONFIDENTIAL

CONFIDENTIAL
(2)

Washington I realized that the articles that I saw were probably the same thing. I was still reluctant to mention this to anyone thinking that they would probably say that I was crazy. After some time I mentioned the incident to the editor of the "Oregonian", a Portland, Oregon newspaper. At this time I was in Portland for the remainder of the summer. The results of the conversation with the editor of the paper is put forth in the accompanying newspaper article.

I fully realize that this is a broad statement in view of the fact that there has been so much publicity ~~has been~~ put forth in various newspapers of the country. I am of sound mind in every respect and I am firmly convinced that the articles I saw are actually some sort of flying machines although I cannot say from where they came or to where they were going. I say what I have said with no idea of publicity or personal gain.

SIGNED

Richard Rankin
Richard Rankin
Portland, Oregon
30 July 1947

RECEIVED
JUL 31 4 24 PM '47
COMMUNICATIONS SECTION
HODGINS' LAB

CONFIDENTIAL

rienced pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "silver saucers" over Bakersfield, Calif. June 23, while lying on the lawn sun bathing, he told The Oregonian.

"I hesitated to say much about them," Rankin said, "until I noticed all the hullabaloo in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF8U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail."

Only One XF8U-1 Built

The navy and the manufacturer have announced officially that only one such machine was built and that it never left Connecticut.

"These planes were flying high, maybe 8000 feet, and fairly fast, about 300 or 400 miles an hour. I first counted ten of them in formation, going north. About 2:15 P. M. they returned on the reverse course, headed south. But there were only seven in the formation.

"They were not weaving or hobbing in formation I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked like pictures of the navy's flying flapjacks," Rankin said.

Rankin, who plans to spend the summer here at 834 N. E. Simpson street, is now able to resume a little flying for fun, but not commercially, he said. He now operates a string of auto courts, spending his winters at Palm Springs.

Two Descriptions Check

Rankin's description of the mysterious aerial objects agrees with that of Kenneth Arnold, Boise, Idaho, business man, who first reported them over the state of Washington, except that Arnold clocked them at an estimated 1200 miles an hour.

Other reports came Wednesday from Astoria.

Jack Hayes, patient in St. Mary's hospital there, said he saw two of the discs Monday flying southwest at a rapid speed and that they vanished behind the hills.

Mrs. Earl Seado, Fort Stevens, said she saw a disc traveling north over Fort Stevens Tuesday noon, and that other observers saw the same object.

The army at Fort Stevens and the coast guard at nearby Point Adams did not see the discs.

The report of a Centralia, Wash., man Wednesday coincided in matter of time with the original report made by Arnold. Sidney B. Gallagher of Centralia said he saw nine aluminum-hued objects flying north at 3 P. M. June 24. He was working 11 miles southwest of Mineral Wash., at the time.

PORTLAND, Ore., July 2 (AP)—The report of a long-time West Coast pilot was added today to the growing accounts of "flying saucers" over the West.

Richard Rankin, veteran of more than 7,000 hours in the air, said he saw the much-debated mysterious disks over Bakersfield, Calif., and going "maybe 300 or 400 miles an hour."

There were ten in formation flying north, he told a reporter when "they returned on the reverse course, headed south, there were only seven."

"ALMOST ROUND"

"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Veteran Airmen of 'Flying Saucers'

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"I couldn't make out the number or location of their propellers, and couldn't distinguish any wings or tail," he said. "They appeared almost round."

Mr. Rankin said he saw them June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

New reports meanwhile came in from three Oregon cities, Astoria, Madras and Portland. Mr. and Mrs. Herbert Balliet, of Portland, said they saw at least ten of the "saucers" winging noiselessly high over the Columbia River yesterday.

JUL 3 1947

experimental Navy "flying flapjacks." The Navy since has announced it has only one XF-8U-1, and it has not left Connecticut.

New reports, meanwhile, came in from three Oregon cities, Astoria, Madras and Portland. The Portlanders making the report, Mr. and Mrs. Herbert Balliet, said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

CONFIDENTIAL

reports other Texas

Rankin, and himself an experienced pilot of more than 7000 hours' flying time.

Rankin, who is recovering from an old back injury received in an automobile accident, came to Portland over the week end to spend the summer. He saw the "silver saucers" over Bakersfield, Cal., June 23, while lying on the lawn sunbathing, he told The Oregonian.

"I hesitated to say much about them," Rankin said, "until I noticed all the hullabaloo in the papers. I puzzled over their strange shape for a while and finally concluded that they were the navy's new XF5U-1 flying flapjacks, which are thin and round, with twin propellers and stubby tail."

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"ALMOST ROUND."
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Photo by Eugene B. ... 2 July 1947
Veteran Airman Joins Ranks of 'Flying Saucer' Witnesses

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Rankin said he saw them from the ground on June 23, but hesitated to describe what he saw until he noted others were reporting the same thing.

At first, he continued, he assumed he had seen the XF-5U-1, the experimental Navy "flying flapjack." The Navy since has announced it has only one XF-5U-1, and it has not left Connecticut.

New reports, meanwhile, came in from three Oregon cities, Astoria, Madras and Portland. The Portlanders making the report, Mr. and Mrs. Herbert Balliet, said they disbelieved stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia River yesterday.

believed stories about the "saucers" until they saw at least ten of them winging noiselessly high over the Columbia river Tuesday.

Still another such account came from four states away. At Albuquerque, N. M., Max Hood, Chamber of Commerce executive, told of seeing "a disc-like bluish object following a zig-zag path in the northwestern sky" only Tuesday night. It disappeared in about half a minute, he said.

There have been similar reports the past several days from other points in New Mexico, west Texas and Oklahoma.

CONFIDENTIAL

Incident
LAF 1208 I
14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 10 July 1947, a check was made at the following locations in Palm Springs, California for the purpose of trying to locate Mr. Richard Rankin: Palm Springs Police Department, Palm Springs Newspaper, "The Desert Sun", Palm Springs Water Company, Southern California Gas Company, Palm Springs Telephone Company, Palm Springs Employment Office, Palm Springs Chamber of Commerce, Royal Palms Hotel, 5 Palm Springs real estate offices, and the City Offices of Palm Springs including waste disposal, water rights, tax records and etc. No record of Mr. Rankin existed in any of the above mentioned offices.

2. On 11 July 1947, Mr. Ryland M. Gorham, Postmaster of Palm Springs, California for the past 14 years was interviewed. Mr. Gorham stated that he had lived in Palm Springs for the past 24 years and that he was unaware if a person named Richard Rankin had ever lived in Palm Springs. Mr. Gorham stated that due to the fact that Palm Springs is a resort area and due to the fact that in the summer months only 3 to 5 thousand people resided in Palm Springs, whereas in the winter months 10 to 12 thousand resided in Palm Springs, it was very possible that Mr. Rankin could have lived in Palm Springs more or less on a non-permanent status and he, Mr. Gorham, not being aware of it.

A check of General Delivery records revealed a letter addressed to Mr. Richard Rankin, Palm Springs, mailed from Cicero, Indiana, postmarked at Cicero, Indiana July 1947, at 5 P.M. The return address on the envelope was listed as the Gospel Tract Worker, Route 1, Cicero, Indiana. Mr. Gorham permitted the contents of the envelope to be examined inasmuch as the contents was 3rd Class material and the envelope not sealed. The records were of a religious nature concerning the sad plight of American non-church goers, the second coming of Christ and etc. Superintendent of Mails was contacted by Mr. Gorham and stated that there was a Mr. Richard Rankin who had received mail through the general delivery office of the Palm Springs Post Office, but that the last mail, other than the letter mentioned above, came through the Post Office approximately two years ago. The Superintendent of Mails seem to have a very uncanny memory and recalled where the mail coming in for Rankin had been addressed to. This mail was addressed to Mr. Richard Rankin in care of a trailer camp located in Palm Springs. On calling the trailer camp office, it was found that Mr. Richard Rankin had lived in the camp but departed approximately two years ago and left no forwarding address. Investigation is continuing in an effort to locate Mr. Rankin and obtain a statement from him.

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FRANK M. BROWN, S/A, CIO 4th AF

June 23 1945

Pilot Says He Saw "Flying Saucers"

PORTLAND, Ore., July 2.—
AP.—The report of a long time
West Coast pilot was added
today to the growing accounts
of "flying saucers" over the
West.

Richard Rankin, veteran of
more than 7000 hours in the air,
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There were 10 in formation
flying north, he told a reporter,
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"I couldn't make out the num-
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any wings or tail. They ap-
peared almost round," he said.

Rankin said he saw them June
23, but hesitated to describe
what he saw until he noted
others were reporting the same
thing.

'Saucers' Flying in Formation Seen Over California by Veteran Pilot

2 July

Hub. Tazewell Picapum

Portland, Ore., July 1.—A veteran Pacific coast pilot, Richard Rankin, today reported seeing the "flying saucers" over California.

The controversial "saucers"—some experts have questioned whether they exist—were high over Baker field June 23, said Rankin, a former Portland flier who now lives in Palm Springs, Cal.

These planes were maybe 5000 feet up and fairly fast, maybe 300 or 400 miles an hour. I first counted 10 of them in formation going north. About 2:15 p. m. they returned in the reverse course headed south, but there were only seven in the formation. I couldn't make out the number or location of their propellers and couldn't distinguish any wings or tail. They appeared almost round. They looked just like pictures of the navy's Flying Flapjack," Rankin told a reporter.

The navy, however, has reported its Flying Flapjack—the XF5C-1—has never left Connecticut.

Rankin, brother of the late Stunt Pilot Tex Rankin, and a flier with more than 7000 hours in the air himself, said he hesitated to report what he saw until he read where others had reported the "saucers." He said he observed them from the ground.

Meanwhile new reports came in from Pacific Northwest residents. Two Portlanders, Mr. and Mrs. Herbert Bailliet, who said they "didn't believe the story" when they read it in the newspapers reported they saw at least 10 of them flying noiselessly over the Columbia river about noon today.

Shortly after Mrs. R. A. Hunt, wife of the Jefferson county agent at Madras, Ore., 100 miles southeast of Portland, said she saw six of them high overhead.

June 24 1951

Incident # 29

Incident # 30

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

18 January 1948

0920

Mr. Loedding, Kembrook 7111 - 21204, Air Intelligence, Wright Field, Dayton, Ohio

Called

Col. B. O. Davis, Jr., Commanding Officer, 352d Fighter Wing, LAAS, Cols. 17, O.

Subjects: Request for information re: objects in the sky

Mr. L.: Colonel Davis, this is Mr. Loedding, Air Intelligence, Wright Field. I understand that a conversation took place January 7, Wednesday, between Godman Field, Kentucky and your base at Lockbourne regarding an unidentified flying object.

Col. D.: If it did I am not aware of it Mr. Loedding. I read about it in the Air Force Times yesterday. A statement about Col. Hicks saying something looked like a flying saucer. That is all I know about it.

Mr. L.: Capt. Duple said there was a call from Lockbourne Air Base and they were assisting in this thing.

Col. D.: I personally know nothing of that Mr. Loedding.

Mr. L.: I wonder if you could make an investigation - and think if somebody in the tower did see it, maybe you could call me back and I could come there and talk to somebody. Like to interrogate them.

Col. D.: Whether anybody on this station saw a foreign object in the air -

Mr. L.: and whether they discussed it with anyone - particularly Godman Field. If you call me and I will drive over and talk to them.

Col. D.: Shall I call you in case I don't find anybody?

Mr. L.: It would be a good idea to tell me what you find out. My number is 21204, Kembrook 7111, Wright Field.

Col. D.: I will be glad to do that Mr. Loedding.

Mr. L.: I will appreciate it, Colonel. What is your extension?

Col. D.: Fr. 7-5711 Extension 201.

Mr. L.: Thank you very much, sir.

1/13/48 relying call to Mrs. L. at 1112 date not transcribed

TRANSCRIPT OF LONG DISTANCE TELEPHONE CONVERSATION

13 January 1948

0830

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Mr. L.: Thank you very much, sir.

1/13/48 replying call to Mr. L. at 1112 date not transcribed

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 January 1946** Incident # **30**
2. Time **1925 EST**
3. Location **Lockbourne Army Air Base, Columbus, Ohio**
4. Name of observer **Charles E. McGee, Capt. USAF**
5. Occupation of observer **Asst. Operations Officer (Pilot)**
6. Address of observer **Airframe Operations, Lockbourne AAB, Columbus, Ohio**
7. Place of observation **Runway 23 Overhead approach**
8. Number of objects **1**
9. Distance of object from observer **first 4-5 miles Southwest of Base
second time 6-7 miles West and moved westerly in a hovering manner**
10. Time in sight **Not stated**
11. Altitude **3000 ft approximately**
12. Speed **slow**
13. Direction of flight **West**
14. Tactics **Flashed on and off, on westward flight appeared to be fading and descending**
15. Sound **No noise**
16. Size **Large size of a flood light**
17. Color **white later yellowish to orange**
18. Shape **Oval as if looking at spot light**
19. Odor detected **Not stated**
20. Apparent construction **like a spot light**
21. Exhaust trails **reddish bluish streaks like a jet effect out from right (according to Mr. Henderson on "squawk" box)**
22. Weather conditions **Sky solid overcast**
23. Effect on clouds **Not stated**
24. Sketches or photographs **None**
25. Manner of disappearance **descending and burning out**
26. Remarks: **(Over)**

RESTRICTED

RESTRICTED

Very bright white light southwest of the field. The light did not cast a beam and seemed the size of a flood light. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a lantern light in that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning off. The latter observation may be that in its westward movement it appeared to be fading out and descending however the light was not nearly as bright on the second observation. At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a π fast descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking at a large spot light. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. I heard no noise in connection with the object. I estimated at the first observation that it was 4-5 miles southwest of the base. At the second appearance it was 6-7 miles West and moved Westerly in a hovering manner but moving away.

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INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

30a

1. Date of Observation . 7 Jan 45
2. Time of Observation . 1905 AM
3. Where was Object(s) Sighted . LOCKPORT AIR BASE, OHIO
4. Observer's Position . ~~SECRET~~
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer . ALBERT R. PICKERING
. . . VHF / HF RADIO OPERATOR . . . LOCKPORT AIR BASE OHIO
6. Occupation and/or Hobbies . . RADIO OPERATOR
7. Attention Attracted to Object (s) By
8. Number of Object(s) Sighted . ONE
9. Size of Object(s) . 6-17
10. Color of Object(s) . ~~WHITE~~
11. Shape (Sketch if Possible) . ~~ROUND~~ . OR OVAL
12. Nature of Luminosity
13. Estimated Distance of Object from Observer . ~~OBJECT BEING MOVED FROM GROUND TO~~ 1,000 Ft.
(Approx 5 Miles away)
14. Speed of Object(s) . 300 MPH
15. Time in Sight . 30 min.
16. Tactics . ~~MOVING~~ . MADE THREE 180° TURNS AROUND ONE PLACE
17. Sound Made by Object(s) . ~~NONE~~
18. Direction of Flight of Object(s) . 180° . (EAST NORTH EAST)
19. Apparent Construction (if What Material or Substance)
20. Effect of Objects on Clouds and/or Exhaust Trail ~~VERY THIN AND LIGHTER AT THE~~ .
~~OBJECT~~
21. Weather Conditions Existing at the Time . ~~OVERCAST~~ (clear sp.)
22. Peculiarities Noted
23. Summary of Incident . ~~During sighting and descending was noted the exhaust trail~~
~~was only noticeable during the forward pass which appeared as a thin white plume.~~

(Attach a Separate Sheet if Additional Space is Needed)

the same color (dim amber) as the object. Visible for 20 Min.
Was 3-5 miles away. Appeared to be in the vicinity of Commercial Point.
Definitely not a Star, Comet or Astronomical Body, Balloon, Flare, Dirigible
Military or other Aircraft.

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 506
2. Time Between 1915 and 1930 EST Later 1935 to 1940
3. Location Lockbourne AAB, Columbus, Ohio
4. Name of observer Mr. Boudreaux
5. Occupation of observer Tower Operator
6. Address of observer Lockbourne AAB, Columbus, Ohio
7. Place of observation Tower, Lockbourne AAB, Columbus, Ohio
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight about 15 minutes
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight Southwest
14. Tactics ~~xxxxxxxxxxxxxxxx~~ Bobbed up and down
15. Sound ~~Not stated~~ None
16. Size ~~xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx~~ Enormous
17. Color white to amber as it moved southwest it changed from amber to red
18. Shape Glowing object with a cone-shaped streak to the right
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Bluish streaks like a jet effect out from the right
22. Weather conditions Sky overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance went out
26. Remarks: (over)

RESTRICTED

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Saw what he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant; just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. Mr. Boudreaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect out from the right. He stated that it went out while Capt. McGee was in the pattern. During the conversation he said it could be seen again (1935-1940).

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 January 1948** Incident # **30c**
2. Time **Around 1940**
3. Location **Lockbourne AAB, Columbus, Ohio**
4. Name of observer **Mr. Eisale**
5. Occupation of observer **DF Operator, Lockbourne Control Tower**
6. Address of observer **Lockbourne AAB, Columbus, Ohio**
7. Place of observation **Ground, Lockbourne AAB**
8. Number of objects **1**
9. Distance of object from observer **An estimated 5 miles - altho rpts f/Godman Fld, Clinton Cy Airport & relayed rpt f/Columbus, O, indicated much greater distance**
10. Time in sight **Around 15 minutes**
11. Altitude **5,000 ft**
12. Speed **500 MPH - as indicated by rpts f/Godman Fld & Clinton Cy airport**
13. Direction of flight **Appeared to hover but performed elliptical, counter-clock wise course when it descended to horizon (4th) remained stationary (3rd) returning original position (3rd)**
14. Tactics **See 13**
15. Sound **No sound**
16. Size **About size of runway light when viewed from 500 ft - apparently enormous - see 9 above**
17. Color **Red to amber-yellow**
18. Shape **Circular**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Thin wispy of trail five times diameter of object**
22. Weather conditions **high overcast**
23. Effect on clouds **N/S - was under overcast**
24. Sketches or photographs **None**
25. Manner of disappearance **Faded and lowered into horizon**
26. Remarks: **(over)**

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Object first seen 15° above horizon in the West-Southwest of Lockbourne emitting a ruddy red light which changed to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude were greater than that of any star - a good comparison of the size and magnitude would be a runway light at full intensity viewed from a distance of 500 ft. Shape - circular with the exception of a thin wisp of tail extending towards the horizon, the tail being 5 times the diameter of the object in length. For approximately 10 minutes it remained motionless, thereupon it descended to the horizon in about 4", hovered on the horizon in 3", then ascended to its original position in about 3", the course being elliptical, counter clockwise. It then faded and lowered toward the horizon disappearing at 1955. No sound was heard from the object at any time.

Note: Object appeared about 5 miles from Lockbourne, however info received f/Godman Fld and Clinton County Tower plus a relayed report from a pilot over Columbus, O., indicated that they all had observed a similar phenomenon in the same general direction and position at the same time.

RELIABILITY: Witness spent 37 mos in AF in communications work including C. W. and Control Tower Operation. Holds valid CAA Certificate for Control Tower Operator and Aircraft Communications and has worked at Lockbourne in this type of work for over 1-1/2 yrs. Enthusiast of astronomy.

CORROBORATED ACCOUNT: See also Incidents 30, 30a and 30b.

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Report of Foreign Object in Sky

Major Campbell: 332d Fighter Group.

No information came out of critiques while the Fighter Group was at Godman Field to indicate the appearance of any foreign objects in the sky. Pilots were questioned as to whether they had seen anything unusual while flying in this vicinity, or had contacted anyone at Godman Field, and replied in the negative. Maj. Campbell, personally, has not noticed anything unusual.

Capt. Watson investigated and received the following information:

Mr. Boudreaux, Tower Operator. He says he saw what he thought was a star but then he noticed the sky was overcast so it couldn't have been a star. It was a glowing object with a cone-shaped streak to the right. It glowed from white to amber. He says he first noticed it over the Lockbourne Power Plant, just southwest of here. The object was moving southwest and it changed from amber to red and then disappeared. This happened between 1915 and 1930 EST on 7 January. The only thing he did was to talk to Capt. McGee about it and Mr. Eisele, the DF Operator.

Mr. Eisele, DF Operator. He says he saw it too before he and Mr. Boudreaux got together. Both observed it at the same time but didn't talk it over until after the thing had appeared and said each was looking at it without knowing it. He saw a strange light that faded out and came back again. This light was west southwest of the field about 15° above the horizon. The light was much brighter than a star and appeared to be hanging motionless in the sky. It changed from ruddy red to amber and then to yellow and then back to red. It dipped to the horizon and back again several times. It also made several circles and it appeared to have a streak to the right of it.

Capt. McGee, Assistant Operations Officer: He saw the same thing about 1925 EST. He was flying at the time. He noticed a bright and unusual light southwest of Lockbourne and at first it looked like a spotlight but then noticing it there was no beam from the light at its source. As he turned on final approach to land he noticed that the light disappeared as if it had been turned off. After he landed he gave it no further concern until he walked into Operations and the tower operator asked him if he had seen the light. Immediately after this conversation the Tower Operator called him outside the building to look again because the light had re-appeared. The light appeared further west and much lower in the sky. The color had changed from a white color to an orange color. It continued to flicker and move westward and appeared to go out.

Around 1630 7 January, the P-51s in Kentucky were facing the object, whatever it was supposed to be. About 1635 one of them cracked up and conclusions were drawn by the man in the Lockbourne tower. This P-51 was stationed at Mitchel Field and Flight Service at Patterson Field was giving Flight Service at Middletown a summary of what had taken place during the afternoon. It seems that the conversation picked up again between Patterson Flight Service and Olmstead Flight Service around 1945 and at this time Mr. Eisels and Mr. Boudreaux told Flight Service at Patterson Field what they had seen a few minutes earlier, i.e., around 1915 - 1930, with regard to this light and also at the same time Clinton County broke in on the conversation and told them they had seen the same thing, and by some manner of means Godman Field got in on the conversation and told Flight Service they were observing the same phenomena - this happened at 1945.

The crack-up referred to was just something that was heard about over the inter-phone, but definite information regarding the light was given to Patterson Field Flight Service at 1945, 7 January.

Inc # 306

HEADQUARTERS, 332d FIGHTER WING
LOCKBOURNE ARMY AIR BASE
OEH/jc

IN REPLY REFER TO

COLUMBUS 17, OHIO

AO 313.3

20 January 1943

SUBJECT: Letter of Transmittal

TO: Commanding General
Air Materiel Command
Wright Field,
Dayton, Ohio
ATTENTION: Mr. Loedding, Air Intelligence

Transmitted herewith letter, Subject: Report of unusual circumstance, dated 16 January 1943, which is the statement of Mr. Frank Eisele, civilian tower operator at this station. This statement is furnished in compliance with the request of Mr. Loedding, Air Intelligence Section, your station, who recently visited Lockbourne.

FOR THE COMMANDING OFFICER:

1 Incl.
Rpt of Unus Cir, 16 Jan 43,
Frank Eisele (quad)

Owen E. Hague
OWEN E. HAGUE
1st Lt., USAF
Adjutant

Inv #30e

DETACHMENT 733RD AF BASE UNIT
103RD AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

16 January 1948

SUBJECT: Report of Unusual Circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

At approximately 1940 hours January 7, the Control Tower Operator advised me that he had been observing a strange light in the Southwest for sometime. However by the time I reached the entrance steps in front of the operations Building the light had disappeared. I had not returned to my position for more than 2 minutes when the tower operator advised the light had again appeared. I returned to the operations steps and this time I saw the object.

It was 15 degrees above the horizon to the West Southwest of Lockbourne, emitting a ruddy red light changing to an amber-yellow at intervals not exceeding 1 to 2 seconds. Its size and magnitude was greater than that of any star. A good comparison of size and magnitude would be with one of the runway lights turned on at full intensity as viewed from a distance of 500 feet.

Its shape appeared to be circular with the exception of a thin wisp of tail extending towards the horizon the tails length being 5 diameters of the object long. From the time I first saw the object to approximately 1950 hours, it appeared to remain motionless in the sky. At this time the object descended to the horizon in an interval of about 4 seconds, hovered on the horizon for about 3 seconds, and then ascended to its original position in an interval of 3 seconds. Its course was elliptical, counter clock wise. It then faded and lowered towards the horizon and disappeared at 1955 hours. There was no sound audible from the object at any time.

Its distance appeared to be about 5 miles from Lockbourne. However, information received from Clinton County Tower that they too observed a similar or the same object in the same general direction and position at the same time as our observations at Lockbourne. If the object were the same the distance would be much greater than 5 miles, and velocity well to the excess of 500 miles per hour. The object actually looked to be traveling at a speed around 500 miles per hour.

Ltr, Subj: Report of Unusual Circumstance (16 Jan 48) cont'd

Inc # 300

Flight Service also advised that Godman Field observed a similar phenomenon at the same time, and that the object disappeared at 2006 hours at Godman.

Clinton advised the object they observed disappeared about 2000 hours. It is not known to me what time either Clinton or Godman first observed the object or objects. The information from Clinton and Flight Service was received by direct line telephone communication from Clinton and Flight Service at Patterson. Our Weather Department was reporting a high overcast and not one heavenly body was visible. The object apparently being under the overcast, and its erratic movement proves that it was not an astronomical phenomenon. Air Force 9944, a C-45, relayed a position report to the Lockbourne Airways, over Columbus at 1953 hours at 5000 feet, on a round robin flight from Wright Field to Washington and return. I asked him if he had seen any strange light to the West Southwest of his position and he reported that he observed a bright light off his right wing, appearing like an oversized beacon.

I have been a member of the American Museum of Natural History which is closely associated with the Hayden Planetarium of New York City for 6 years, and have always been somewhat of an enthusiast of Astronomy.

I spent 37 months in the Air Force in communications work including C.W. and Control Tower Operation. I now hold a valid C.A.A. Certificate for Control Tower Operator and Aircraft Communications and have worked at Lockbourne in this type of work for better than 1 1/2 years.

I am of sound mind and health, and am of 25 years of age. I have described the incident exactly the way I saw it, also as to what I heard on the interphones.

Frank M. Eisel

FRANK M. EISEL
Airways Operator
CAF-7

DETACHMENT 733RD AF BASE UNIT
103RD AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 1945

SUBJECT: Report of Unusual Circumstance.

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

On Wednesday January 7th between the hours of 1915 and 1930, there appeared in the sky a bright glowing object which I could not identify. At first I assumed it to be a star but the sky being overcast, I knew definitely that it was not a star nor an aircraft because the only aircraft flying in the local area was landing at the time. It was not an aircraft there nor a balloon because it appeared to be enormous in size. I then observed it through the binoculars. It appeared to be cone-shaped, blunt on top and tapering off toward the bottom. I could not distinguish the attitude in which the object appeared to be. It was glowing from a bright white to an amber color with a small streak trailing. It was at a distance between 5 and 7 miles from the control tower at an altitude of approximately 2000 to 3000 feet bobbing up and down and moving in a south-southwesterly direction at a speed exceeding 500 miles per hour. Also the wind at the time was blowing from east to west and if it had been a balloon or lighter-than-aircraft it would have drifted in the direction the wind was blowing. There was no sound or unusual noise. Its performance was very unusual and the light emitting from it seemed to fade out at times. Just before it disappeared beyond the horizon the light changed to a sort of red color. The same object was later sighted in the vicinity of Clinton County Air Field by the operators on duty in the control tower.

I have been actually engaged in aviation as an Air Traffic Control Tower Operator and a Private Pilot for a period of 5 years and thus for in all of my experience, I have never encountered an optical illusion or any physical defect that would disqualify my possessions of such ratings.

Alex A. Boudreaux
ALEX A. BOUDREAU
Air Traffic Controller
CAF-6

AIRDROME OPERATIONS
LOCKBOURNE ARMY AIR BASE
Columbus 17, Ohio

CR/ew

ADGF/O 319.1

14 January 1948

SUBJECT: Report of Unusual Circumstance.

inc. 30

TO: Commanding Officer, 332d Fighter Wing, Lockbourne Army Air Base, Columbus 17, Ohio.

1. At approximately 1925 EST on the 7 January 1948 I turned to runway 23 for an overhead approach at traffic altitude (1800 ft). Just prior to break-away I saw a very bright white light southwest of the field. I began my 300° approach. It struck me that the light was very unusual and it was not on the ground so I looked in its direction again from my base leg position. It appeared the same and as though it were about 3000 feet in the air. While on my base leg the light suddenly disappeared. The light did not cast a beam and seemed the size of a flood light. While on my approach it flashed on and off again immediately. I landed and taxied to the ramp thinking that it may have been a reflection from the ground or the like.

2. Before flying I had heard part of an interphone conversation from Letterson Center to Olmstead Center relative to a circular object seen over Tennessee. I returned to the Operations building. While there the airways operator, Mr. Eissele, said the tower operator, Mr. Boudreaux, reported seeing something unusual southwest of the field. I stated that I had seen an unusual light and suggested calling him to check. We called the tower on the "squawk" box, and Mr. Boudreaux, said the light was what he had been watching about 15 minutes or so and that through the field glasses it appeared to have bluish streaks like a jet effect but from the right. He stated that it went out while I was in the pattern. During the conversation he said it could be seen again (1935-1940). We went to the door to observe.

3. From the ground the light appeared to move westward. It was further west and lower than I saw it in the air, also the light was similar to that of a letter ~~light~~ that it was glimmering. The light varied yellowish to orange and appeared to be descending and burning out. It moved very slowly and finally disappeared. The latter observation may be that in its westward movement it appeared to be fading out and descending, however the light was not nearly as bright on the second observation.

ltr, Subj: Report of Unusual Circumstance (13 Jan 48) cont'd

At first it was very white and did not appear to be moving though when it flashed on and off it appeared as in a fast descent. With the naked eye I could at no time make out any shape other than the light being oval shaped as though looking directly at a large spot light.

4. This object was too large and too sharp a light to be a reflection from the ground. It was not a heavenly body of any type in that the sky was solid overcast in the Lockbourne area and the object's movement outweighs such a thought. I heard no noise in connection with the object. I estimate at the first observation that it was 4-5 miles southwest of the base. At the second appearance it was 6-7 miles west and moved westerly in a hovering manner but moving away. The winds at this time were West-southwest averaging 6 miles per hour.

Charles E. McGee

CHARLES E. MCGEE
Captain, USAF
Ass't Ops Officer

DETACHMENT 753RD AF BASE UNIT
103RD AACS SQUADRON
LOCKBOURNE ARMY AIR BASE
COLUMBUS 17, OHIO

14 January 1948

SUBJECT: Report of Unusual Circumstances.

TO : Commanding Officer
332d Fighter Wing
Lockbourne Army Air Base
Columbus 17, Ohio

On Wednesday January 7, 1948 at about 1925 Eastern time I observed in the sky an object which I could not identify. It appeared to hover in one position for quite some time, moving very little. It disappeared once for about one minute and I assumed it entered the overcast, which was about 10,000 feet. After descending again below the overcast it circled one place for the duration of three 360 degree turns, then moved to another position to circle some more. Turns required approximately 30 to 40 seconds each, diameter estimated about two miles.

In moving from one place to another a tail was visible of approximate five times the length of the object. Not knowing how close or how far the object was from me at the time, I could not estimate the size very accurately, but it appeared as large or larger than one of our C 47 planes, and of a different shape. Either round or oval shaped. Just before leaving it came to very near the ground, staying down for about ten seconds, then climbed at a very fast rate back to its original altitude, 10,000 feet, leveling off and disappearing into the overcast heading 120°. Its speed was greater than 500 mph in level flight. It was visible to me for a period of twenty minutes. No noise or sound could be detected. The color was amber light but not sufficiently bright to cover or obscure the outline of the configuration which was approximately round. During up and down movement no maneuvering took place. Motions was same as an elevator, climbing and descending vertically. Exhaust trail was noticeable only during forward speed. It appeared as a thin mist approximately same color (amber) as the object. Length about 5 times length of object.

During descent it appeared to touch the ground or was very close to touching it. It was approximately 3 to 5 miles away from Lockbourne Air Base in immediate vicinity of COMMERCIAL POINT. It positively was not a star, comet or any astronomical body to the best of my knowledge of such things. I also rule out the possibility of it being a balloon, flare, dirigible, military or private aircraft.

Ltr, Subj: Report of Unusual Circumstance, 14 Jan 48 (Cont'd)

I am 28 years old and in good health and have excellent vision. I have been actively engaged in aviation 6 years. I have a private pilot license and spent 3 years 10 months in the U. S. Army Air Corps as a Sergeant link trainer instructor, instrument flight observer.

The statements made herein are true and accurate to the best of my knowledge and may be used for any official purpose as deemed necessary.

Albert R. Pickering

ALBERT R. PICKERING
VHF/DF Operator
CAF 7

DET 103rd AACS
LOCKBOURNE A. B. COLUMBUS, OHIO

15 JANUARY 1948

SUBJECT: Report On Unusual Circumstance

TO: CO 332nd FIGHTER WING LOCKBOURNE A B

At approximately 1940 hrs Jan. 7th the Control Tower operator advised he observed an extremely strange bright light in the south west. However by the time I reached the operation steps at the entrance the light faded out. About two minutes later the Tower advised that the phenomenon was visible again. This time I saw the object at about 15 degrees above the horizon to the west south west of Lockbourne. The object was extremely bright, more so than any star, I would say about as large as and as bright as one of the runway lights at full intensity as viewed from the Control Tower. It appeared to have a tapering tail about 5 diameters long and predominantly was of a ruddy red color changing to a amber-yellow at different intervals.

The position of the object in the sky and the fact that we were reporting a high overcast at the time added to the mystery.

UP until approximately 1950 hrs the object appeared to be motionless, at this time, however, it descended to the horizon in an interval of about 3 or 4 seconds, hovering there for 3 or 4 seconds and then ascended to its original position in an interval of about 3 seconds. It then rapidly began to fade and lower in the sky and disappeared at 1955 hrs.

AF9944 xmtd a position report to me at 1953 hrs over Columbus at 5,000 ft on round robin flight out of Wright Field to Washington and return, and reported a mysterious bright light to the west south west of his position, appearing like an oversized beacon

Further information on reports from other stations observing the phenomenon can be obtained from flight service at Patterson.

Robert E. Gille

J. Keminski, E. H.

25238

Incident # 30

Incident # 31

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date Mid-December 1946 Incident # 31
2. Time Early morning
3. Location Northern Arizona, Route 66
4. Name of observer K. D. Wood
5. Occupation of observer Professor and Head Aeronautical Engineering
6. Address of observer University of Colorado, Boulder, Colorado
7. Place of observation In flight on a trip through the southwest
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude 20,000 feet to 50,000 feet
12. Speed 600 mph, \pm 200
13. Direction of flight First vertical then West to East overhead
14. Tactics No maneuvers
15. Sound None
16. Size Not stated
17. Color ~~White~~ - Did not see object
18. Shape Not stated - did not see object
19. Odor detected Not Stated
20. Apparent construction Not stated - did not see object
21. Exhaust trails White, heavy
22. Weather conditions Clear
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Saw only vapor trail, like rocket or jet exhaust.
Not like usual jet airplane trail.

CONFIDENTIAL

TRAD-22/ACL/amb

8 November 1947

TRAD-22

Professor K. D. Wood
Department of Aeronautics
University of California
Berkeley 4, California

Dear Professor Wood:

It was indicated during your recent visit to the USAF Institute of Technology at Wright Field that you observed a strange aircraft in flight while on a trip in the southwest.

The high performance mentioned is significant and shows a relationship to other similar incidents that have occurred from time to time over a large area. Certain information is necessary for plotting and charting for important intelligence purposes. It is suggested, therefore, that the following items be considered in your report:

1. Sighting
 - a. Location
 - b. Time
 - c. Weather
2. Witnesses
3. Photographs
4. Sketches of configuration
5. Object sighted
 - a. Shape
 - b. Size
 - c. Color

14r, AMS, 8 November 1947 to Professor H. D. Wood, Dept of Aeronautics,
University of California, Berkeley 4, Calif.

- d. Color
 - e. Speed
 - f. Heading
 - g. Maneuverability
 - h. Altitude
 - i. Sound
 - j. Exhaust trail
6. General remarks

Any information and enlightening comments or suggestions that
you may care to make will be greatly appreciated and held in strict
confidence.

Sincerely yours,

W. E. CLINGERMAN
Colonel, Air Corps
Chief, Analysis Division
Intelligence Department

TO REMOVE CARBON

BOULDER, COLORADO

DEPARTMENT OF
AERONAUTICAL AND MECHANICAL ENGINEERING

January 8, 1948

Headquarters Air Materiel Command
Wright Field
Dayton, Ohio

Gentlemen:

Attn. TSNAD-2B

Replying to your letter of November 5, 1947, signed by Colonel
W. R. Clingerman, the following information is submitted regarding a strange
aircraft which I observed in flight on a trip through the southwest about a
year ago.

The information supplied herewith follows the form suggested in
your letter. It is quite possible that this information is of no importance,
but I feel that I should send it in to complete your records.

1. Sighting
 - a. Location - Northern Arizona, Route 66
 - b. Time - Early morning, mid-December, 1946
 - c. Weather - Clear
2. Witnesses - Mrs. Wood and two children
3. Photographs - None
4. Sketches of configuration - Saw only vapor trail, like rocket
or jet exhaust
5. Object sighted
 - a. Number - One
 - b. Shape - Object not visible
 - c. Size -
 - d. Color - White
 - e. Speed - Estimate 600 mph, ± 200
 - f. Heading - First vertical, then W to E overhead
 - g. Maneuverability - No maneuvers
 - h. Altitude - Estimate 20,000 feet to 50,000 feet
 - i. Sound - None
 - j. Exhaust trail - white, heavy
6. General remarks - Not like usual jet airplane trail

Very truly yours,

K. D. Wood

K. D. Wood, Prof. and Head
Aeronautical Engineering

CENTRAL FILES

Perm. Lab. B.

MC/A amb

KDW:smr

CONFIDENTIAL

Incident # 31

Incident # 32

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 January 1948 Incident # 32
2. Time 1955
3. Location Columbus
4. Name of observer Lt. C. W. Thomas
5. Occupation of observer Pilot
6. Address of observer Flight AF 9944 Dayton to Washington
7. Place of observation Cross Country flight from Dayton to Wash. at Columbus Airways to the West
8. Number of objects 1
9. Distance of object from observer About 15 miles
10. Time in sight Not stated
11. Altitude 3000 feet
12. Speed Seemed stationery
13. Direction of flight Stationery
14. Tactics No maneuvers
15. Sound Not stated
16. Size large
17. Color amber
18. Shape like a large star or planet
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails None
22. Weather conditions Dark and overcast
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Large bright light off to the west. They estimated it below them, or about 3000 ft. It seemed stationery. The light was amber and looked like a large star or planet. It was about 15 miles away from them. (over)

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Lt C.W.Thomas and Lt Sims were making a regular cross country flight and reported in to Columbus Airways who asked them if they saw any unusual object in the sky. This report was relayed to Lockbourne - See Eisels's report - incident 30c.

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UNIDENTIFIED FLYING OBJECTS

INCIDENT NO. _____

TIME (Mo, Day, Hr) _____

1. Organization (official source of information)
- a. File Number
- b. Date of Flight
- c. Agent
2. Sighting (containing)
 - a. Location
 - b. Time
 - c. Weather
3. Reported by
4. Witnesses
5. Photographs
6. Sketches
7. Object Sighting
 - a. Number
 - b. Shape
 - c. Size
 - d. Color
 - e. Speed
 - f. Maneuvers
 - g. Altitude
 - h. Heading
 - i. Sound
 - j. Exhaust Trail
 - k. Effect on Clouds

Flight AF 9944, 7 Jan 48 fr Dayton to Wash.
 Lt. C. W. Thomas and Sgt. Sims (45-0226)
 were making a regular cross country flight.
 They reported in to Columbus Airways who
 asked them if they saw any unusual object
 in the sky. They could see a large bright
 light off to the west. They estimated it
 to be below them, or about 3000 ft. It
 seemed stationary. The light was amber
 and looked like a large star or planet.
 It was about 15 miles away from them.
 The night was dark and ~~overcast~~ over-
 cast.

June 1953 Inc #52
 Direction west Southwest
 (From Earle Report Inc 30e)

MOON	NO	FOR	WIND	FOR	WIND

REMARKS:

Incident # 32

Incident # 33

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33

1. Date 7 Jan 48
2. Time Between 1345 and 1350
3. Location Godman Fld, Fort Knox, Ky
4. Name of observer T/Sgt Quinton A. Blackwell
5. Occupation of observer Chf Operator in Control Tower at Godman Fld, Ky.
6. Address of observer USAF, Airways & Air Communications Svc, ATC
Detachment 733-5 AF Base Unit (103D AACS Sq) Godman Fld., Ft Knox, Ky.
7. Place of observation Tower, Godman Fld.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude Over 15,000 ft
12. Speed In excess of P-51
13. Direction of flight South
14. Tactics N/S continued climbing
15. Sound Not Stated
16. Size Tremendous
17. Color Silvery or metallic
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S - seemed metallic
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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At approximately 1320 Sgt Cook from the CO's office notified the observer (T/Sgt Quinton A Blackwell) that according to Ft Knox Military Police & "E" Town State Police, a large circular object about 250 to 300 ft in diameter was over Mansville, Ky. Advised him to check with Army Flight Svc. They advised negative but shortly thereafter reported object over Irvington, Ky, then Owensboro, Ky. Object first sighted by Blackwell about 1345 to 1350 over south Godman Fld.

Verification: 1st Lt Orner (Detachment Commander)
Capt Carter (Operations Officer)
Col Hix (CO) sighted it about 1420

At approximately 1430 to 1440, four F-51's approached Godman f/south enroute f/Marietta, Ga. to Standiford Fld, Ky. Lt Blackwell asked Flight Leader NG 869 to attempt to identify object. Accompanied by two other planes he proceeded south f/Godman. Fourth plane proceeded to Standiford Fld alone.

About 1445, flight leader (NG 869) reported sighting object "ahead and above - still climbing" At 15,000 ft he reported "Object directly ahead and above and moving about half my speed." Again "it appears metallic of tremendous size." Still later "I'm still climbing - object is above and ahead moving about my speed or faster - I'm trying to close in for better look". This was about 1515. Five minutes later the other two ships turned back. NG 800 reported "it appeared like the reflection of sunlight on an airplane canopy" Shortly afterward this same pilot (NG 800) resumed search going to 33,000 ft, 100 miles south but did not sight anything.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 46** Incident # **38 a**
2. Time **Shortly after 1400 GMT**
3. Location **Godman Fld., Ft Rucker, Ky.**
4. Name of observer **Lt Paul I. Orner**
5. Occupation of observer **Detachment Commander**
6. Address of observer **Godman Fld., Ft Rucker, Ky.**
7. Place of observation **Control Tower**
8. Number of objects **1** **See Note attached.**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **half speed of P-51**
13. Direction of flight **N/S**
14. Tactics **Appeared stationary**
15. Sound **N/S**
16. Size **N/S**
17. Color **white**
18. Shape **like parachute - round**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Seemed to be some red light around the lower part of it.**
22. Weather conditions **High - scattered but clear**
23. Effect on clouds **None**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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Unknown object first reported by Military Police at Ft. Ramm, approx 1400 GMT, vicinity of Mayville. Later over Irvington & Coopers, N.Y. sighted. Commanded by Blackwell, Chief Control Tower. Lt Orner then left office of CT, proceeding to Control Tower where he sighted a small white object in the overcast sky. It appeared stationary. Could not determine if object radiated or reflected light. thru binocs it appeared partially as parachute with bright sun reflecting from top of the silk, however, there seemed to be some red light around the lower part of it. Three F-51s alerted to pursue object. Took a course of around 210°. Approx 5⁰⁰ later object sighted. Lt Orner (flight leader) reported it high and traveling about 1/2 his speed at '12 o'clock' Later he stated he was 'climbing in to take a good look' This was his last message. HNSOO then reported Lt Orner had disappeared. At the time of his disappearance he was reported high and ahead of wing man at approx 18,000 to 20,000 ft and wing man at approx 15,000 ft. Wing man (HNSOO) returned for fuel and resumed pursuit going to altitude of 15,000 ft but did not sight object. At about 1645 Lt Orner left tower.

Later, Lt Orner, returned to Control Tower (about 1735 GMT) and perceived bright light at a position of about 240° azimuth and 5° elevation. It was a round object and did not resemble a ~~plane~~. Although there was a haze haze the object remained visible and did not disappear until it went below the level of the earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

RELIABILITY: Verified by Commanding Officer, Operations Officer, S-2 and Executive Officer. However, these officers were apparently present when second sighting took place.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 48** Incident # 33B
2. Time **Approx 24 1320 CST**
3. Location **Godman Fld., Ft Knox, Ky.**
4. Name of observer **PTC Stanley Oliver**
5. Occupation of observer **N/S - duty in control tower**
6. Address of observer **Godman Fld., Ft Knox, Ky.**
7. Place of observation **Control Tower, Godman Fld., Ft Knox, Ky.**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **Over 15,000 ft**
12. Speed **N/S**
13. Direction of flight **Southwest**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **Object appeared like "ice-cream cone topped with red" -
apparently white with red above**
18. Shape **cone**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Cloud formations**
23. Effect on clouds **Went behind clouds**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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FPG Stanley Oliver was on duty at the Control Tower at Godman FIA when Col Hix's office informed the tower that an unidentified object (supposedly some 250 ft to 300 ft in diameter) was sighted over Knoxville, Ky. This was approx at 1530 CST. Lt FPG Oliver saw the object southwest of Godman FIA. To him it resembled an ice cream cone topped with red. Could not ascertain if it were moving or not.

RELIABILITY: Witnesses: Col. Hix, (CO), Capt Carter, Lt ^{Crew} Gander & M/Sgt Blackwell

NOTE: The report of alerting the F-51 aircraft contained in FPG Oliver's statement and the witnesses corroborates material contained in the other reports.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 45** Incident # 33a
2. Time **1420 GMT**
3. Location **Central Tower, Godman FIA**
4. Name of observer **Capt J. F. Ressler, Jr.**
5. Occupation of observer **Capt, USAF**
6. Address of observer **Godman FIA, Ky**
7. Place of observation **Godman FIA Central Tower**
8. Number of objects **1 at 1420**
9. Distance of object from observer **N/S**
10. Time in sight **From 1420 to 1600 GMT - Over an hour and a half**
11. Altitude **N/S**
12. Speed **360 MPH - according to statement of Mantell**
13. Direction of flight **Apparently from 234° to 239° South to West**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **Believed large**
17. Color **Silver - bright**
18. Shape **like tear drop - round; later, object seemed fluid**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **No tail -**
22. Weather conditions **N/S - Scattered but clear**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Obscured by clouds**
26. Remarks: **(over)**

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At approx 1420 7 Jan 48, Daehler accompanied by Lt Col R. G. Wood went to Godman Control Tower to observe an unidentified aerial object. Shortly after their arrival Col Hix, the Commanding Officer was summoned. At about this time Daehler first sighted a bright silver object. Then Col Hix arrived. Shortly thereafter a flight of four P-51's flew over Godman. Leader was contacted to pursue object. He ascended and three P-51's climbed on the course, the fourth P-51 returning to base. Flight leader called to observe that "object was twelve o'clock high." Asked to describe it, he stated "it is bright and climbing away from me." He stated at first that it was going about 180 MPH. Then Control Tower lost sight of the flight but could still see the object. (In connection with this, Lt Col R. Garrison Wood who witnessed the sighting stated that while it appeared about 1/10 the size of a full moon, if the thing were a great distance away, as compared to the diminishing size of the P-51's flying toward it, it would seem that it was at least several hundred feet in diameter.) Shortly after 1506, the flight leader, stated that he was "at 15,000 ft and still climbing." He stated that he judged the speed to be the same as his or approx 360 MPH. One of his planes then asked him to level off but no reply was heard from the flight leader. That was the last message received from any member of the flight.

After dark, another or the same object appeared in approx 234° from Godman at 6° elevation. This body moved to the west (259°) and then down. The shape was fluid but generally round with no tail, the color changing from white, to blue, to red to yellow and had a black spot in the center at all times.

At 1600 CST it was obscured by clouds.

NOTE: Later, an astronomer was contacted who attempted to account for this phenomena as either Venus or a comet. (f)

SEE ALSO: Report of civilians and state police and corroborated version on this incident.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 350

1. Date 7 Jan 45
2. Time After 1407
3. Location Godman FIA
4. Name of observer Capt Gary H. Carter
5. Occupation of observer Operations Officer
6. Address of observer Godman FIA., Ky
7. Place of observation Control Tower
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3 to 4 minutes
11. Altitude Very high
12. Speed Approx 360 MPH - 1/Flight Leader's reports
13. Direction of flight 210° E/Godman FIA
14. Tactics None
15. Sound N/S
16. Size Could not be determined
17. Color white
18. Shape Round - at times cone shaped
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails ~~Highly concentrated~~ N/S
22. Weather conditions High scattered - ~~unstable~~
23. Effect on clouds Could be seen thru cirrus
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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At approx 1407, 7 Jan 45, Capt Carter was called by Lt Cramer, AAGS Detachment Commander, to come to Tower to witness an unidentified aerial object.

Object appeared round and white (whiter than the clouds that passed in front of it) and could be seen thru cirrus clouds.

After observing it thru field glasses for some 3 - 4 minutes, he called Col Hix's office. Col Hix, Lt Col Wood & Capt Dancelar came to the tower shortly thereafter.

Capt Carter then suggested that a group of F-51 aircraft in the vicinity be contacted to pursue the object. T/Lt Blackwell, Tower Operator, contacted the flight leader to take a look. Three planes proceeded on a heading of approx 230°. One of the planes (Mantall's) spotted it at 1200 o'clock position. Another plane relayed "This is 15,000 ft, let's level out" First speed as relayed by Mantall (180 MPH) later, "object going up and forward as fast as I can" - or 360 MPH. Mantall then stated he was going to 20,000 ft and if no clearer would climb above. Last radio contact heard by Capt Carter.

NOTE: Apparently, Mantall blacked out at 20,000 ft or proceeded on since the object apparently appeared closer (if such were the case) and then crashed thru lack of oxygen.

Does not seem to tally with report that the phenomenon was "Venus or a comet"

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # **338**

1. Date **7 Jan 48**
2. Time **1405**
3. Location **Codman Fld, Ny**
4. Name of observer **Col Guy S. Hix**
5. Occupation of observer **Commanding Officer, Codman Fld**
6. Address of observer **Codman Fld, Ny.**
7. Place of observation **Control Tower, Codman Fld**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **5 minutes**
11. Altitude **25,000 +**
12. Speed **180 MPH**
13. Direction of flight **215° South to the west**
14. Tactics **Remained stationary for approx 1-1/2 hours**
15. Sound **None**
16. Size **1/4 size full moon**
17. Color **white**
18. Shape **round**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Seemed at times to have a red border at the top and at the bottom**
22. Weather conditions **Clear**
23. Effect on clouds **None**
24. Sketches or photographs **None**
25. Manner of disappearance **Behind a cloud**
26. Remarks: **(over)**

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At approx 1300 hrs State Police reported flying object near Highgateville. Ten minutes later sighted near Madisonville. A third call reported it over Lexington. (all south of Godman) Tower then alerted. Tower sighted object at 1400 and notified Col Rix who went immediately to tower where he observed the object thru 8-power binocs. Object also lined up with sighting bar. Three F-51 planes were already pursuing the thing on a course of 210°. (One pilot reported the thing to be traveling at 150 MPH) Col Rix reported the object appeared to the south and near the sun. "It was very white and looked like an umbrella," he stated. "I thought it was a celestial body but I can't account for the fact it didn't move." "I just don't know what it was." Appeared about 1/4 size of full moon and white in color. Thru the binocs it appeared to have a red border at the bottom at times and a red border at the top at times. It remained stationary (seemingly) for 1-1/2 hours.

RELIABILITY: C. of Godman Fld. Obj chased by National Guard planes and followed from the ground by State Highway patrolmen. See corroborating accounts.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 January 1948** Incident # **337**
2. Time ~~1215~~ **1515** ~~1445~~
3. Location **Godman Field, Ky.**
4. Name of observer **Flight Leader NO 869 (Capt. Thomas F. Marshall)**
5. Occupation of observer **Flight Leader**
6. Address of observer
7. Place of observation **Over Godman Field, Ky.**
8. Number of objects **1**
9. Distance of object from observer **Not stated**
10. Time in sight ~~Not stated~~ **Apparently over 1 hour and a half**
11. Altitude ~~above 15000~~ **above 20,000 ft**
12. Speed **Approximately 500 mph**
13. Direction of flight **approximately 210° from Godman Field**
14. Tactics **None**
15. Sound **Not stated**
16. Size **Tremendous**
17. Color **Metallic**
18. Shape **Not stated**
19. Odor detected **Not stated**
20. Apparent construction **metallic**
21. Exhaust trails **Not stated**
22. Weather conditions **Not stated**
23. Effect on clouds **Not stated**
24. Sketches or photographs
25. Manner of disappearance **Not stated**
26. Remarks: **This information taken from a report detailing a radio conversation between F1A, leader NO 869 who investigated the object at the request of Godman Field Tower, the F1A, leader Capt. Thomas F. Marshall, crashed and was killed after his last radio contact with Godman Field at 1545 hrs**

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Info taken from reports of radio conversation between Central at Cadam and Ng 569 essentially as follows:

Col Rix's account. NS 569: "Object traveling at 180 MPH - half my speed"

Lt Orner's account. NS 569: "high and traveling about 1/2 my speed at 12 o'clock position."

Later: "Closing in to take a good look"

No further word heard by Orner

T/Sgt Quinton A. Blackwell: NS 569: At 1445. "Object traveling at 180 MPH Directly ahead of & above me now and moving at about 1/2 my speed."

Later: "I'm trying to close in for better look"

At 15,000 ft: "Object directly ahead of and above me now and moving about 1/2 my speed. It appears metallic of translucent size. I'm trying to close in for better look"

No other word heard by Blackwell from NS 569.

Capt Gary W. Carter:

NS 569: "Object going up and forward as fast as he was" - approx 360 MPH.

"going to 20,000 ft and if no closer will abandon chase"

No further contact heard by Capt Carter -
Apparently last word ever received from NS 569.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 33c

1. Date **7 Jan 48**
2. Time **1310**
3. Location **Madisonville, Ky.**
4. Name of observer **N/S**
5. Occupation of observer **N/S**
6. Address of observer **Madisonville**
7. Place of observation **Madisonville, Ky**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S 4 miles**
12. Speed **10 MPH**
13. Direction of flight **SW**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **100 ft from top to bottom and 43 ft across**
17. Color **N/S**
18. Shape **cone shape**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **Seen from Madisonville (civilian Military)
they had observed thru a 4 inch telescope an object described as a
(over)**

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estimated size: 100 ft from top to bottom, 45 ft across and 4 miles high proceeding SW at 10 MPH.

NOTE: Kentucky State Police were informed by unknown individual(s) that an unusual aircraft or object was flying thru the air, circular in appearance, with an approximate size of 250-300 ft which was moving westward "at a pretty good clip". This was relayed to Godman Fld.

NOTE: See also report by James Hinson, Inc. 489

NOTE: Course of object on 7 July 45 is reported roughly as follows:

- 07200 Edwardsville, Illinois: Object of aluminum appearance without apparent wings or control surfaces which moved southwest remaining visible for about 30 minutes
- 1300: Elizabethton: No description
- 1310: Lexington, Ky.
Nashville, Ky. - as reported in this. : No description
- 1400: Waynesville: No description
- After 1400: Irving: No description
- After 1400: Owensboro: No description
- 16300 - 16450: Nashville, Tenn.: A Dr. Seyfert, Astronomer at Vanderbilt Univ. spotted an object SSE of Nashville, Tenn. between 16300 with basket attached which moved first SSE then West at a speed of 10 MPH at approx 25,000 ft.
- 1735: Godman Fld Central Tenn.: See Gruber's account (33a)
See Bessler account (33a)
- REF 1925: Leakburgs Bl. Columbus, Ohio: See Incident 30, 30a, 30 b & 30c

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ROUTING AND RECORD SHEET AIR TECHNICAL SERVICE COMMAND *Line #33*

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and address.

Place initials of dictater and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Request for Transcription

TO TSKMF FROM MCIA DATE 13 Jan 48 COMMENT NO. 1

1. It is the understanding of this office that conversations between the tower at your facility and aircraft in flight within certain ranges are recorded. During an investigation 9 January 1948 at Godman Field, Kentucky, it was learned that such a recording was made 7 January regarding an unidentified flying object. This event took place sometime between 1400 and 1600 hours E.S.T. To complete the intelligence investigation of this incident, it is important that all pertinent information be obtained, particularly the discussion that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. It is requested, therefore, that a typewritten report of this transcription be furnished this office as soon as possible. If certain words are not readily understandable as a result of static and interference, an attempt at an interpretation by a qualified operator should be made to obtain at least some bit of information that might prove significant.

*See TSKMF
Linton A. Blackwell's
report Line #33.*

H. R. Clingerman
H. R. CLINGERMAN
Colonel, USAF
Chief, Analysis Division
Intelligence Department
ACL/amb
2-1204
Rm 258
Bldg 11A

MCIA TSKMF 15 Jan 48 2

1. This office does not have a record of the conversation that took place between the three P-51 National Guard aircraft and the tower operator at Godman Field.

2. If there is a record of the information wanted in paragraph 1, comment 1, it would be available from the Detachment Commander, 733rd AFBU (103rd AACS Sq), Godman Field, Ft Knox, Kentucky.

De Armond E. Mathews
DE ARMOND E. MATHEWS
Major, USAF
Commanding
JMB/dog
5-1107
Bldg 206

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CONFIDENTIAL

MEMO/COM/100

MCIA

JAN 14 1948

Request for Report on Crashed F-51 National Guard Aircraft

Commanding Officer
315th AAFBW (Reserve Training)
Coburn Field, Kentucky

1. It has been brought to the attention of this office that an official report has been made regarding the National Guard F-51 aircraft that crashed as a result of chasing an unidentified object on 7 January 1948. Information contained in this report may contribute greatly in the accomplishment of intelligence investigations of unidentified flying objects, or so-called "flying discs".

2. It is requested, therefore, that a copy of this report be made available to this Command as soon as possible.

FOR THE COMMANDING GENERAL:

E. H. HAY
Colonel, USAF
Chief of Intelligence

JAN 14 1948

CONFIDENTIAL

Incident #33

CONFIDENTIAL

IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL, AIR MATERIEL
COMMAND, ATTENTION
FOLLOWING OFFICE SYMBOL:

MCIA

**HEADQUARTERS
AIR MATERIEL COMMAND**

MCIA/JCE/amb
Wright-Patterson Air Force Base

WRIGHT-PATTERSON, OHIO

APR 9 1949

SUBJECT: Project "SIGN"

TO: Commanding Officer
315th AFPU (Reserve Training)
Cedman Air Force Base, Kentucky

1. It is requested this office be informed of action taken in accordance with letter from this Command, dated 14 January 1948, copy of which is inclosed.
2. Further request status of investigation promised Mr. A. C. Loedding, Technical Assistant, Technical Intelligence Division by Captain James Duesler.

FOR THE COMMANDING GENERAL:

1 Incl
cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed P-51 NG Acft

James J. Hausman
E. M. MCCOY
Colonel, USAF
Chief of Intelligence
HEC:ASF

CONFIDENTIAL

RESTRICTED

5476
MAY 1948
SAVE

HEADQUARTERS
AIR MATERIEL COMMAND

MCIA/JCB/amb
Wright-Patterson Air Force Base
WRIGHT-PATTERSON, DAYTON, OHIO

IN REPLY ADDRESS BOTH
COMMUNICATION AND EN-
VELOPE TO COMMANDING
GENERAL AIR MATERIEL
COMMAND, ATTENTION
FOLLOWING OFFICE SYMBOL:

MCIA

APR 23 1948

SUBJECT: Request for Accident Report

TO: Commanding Officer
Flying Safety Division
Langley Air Force Base, Virginia

Request copy of accident report on P-51, call sign NG 869, pilot
Mantell, 7 January 1948 near Godman Air Force Base, Kentucky, be sub-
mitted to this Headquarters. This report is to be used in an intelli-
gence study with respect to Project "SIGN".

FOR THE COMMANDING GENERAL:

W. R. Clugston GR USAF
H. M. McCoy
Colonel, USAF
Chief of Intelligence

X 360.33
Signatures of P-51 accident

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MCIALO-3

Incident # 33

MCIALO-3/225/03

13 Oct 48

Unidentified Aerial Object

Commanding Officer
Godman Air Force Base
Fort Knox, Kentucky

1. Receipt of the report of an unidentified aerial object on 19 August 1948 by personnel of your installation is acknowledged.
2. It is the desire of this Command to express appreciation for the efficient manner in which this report was accomplished.

FOR THE COMMANDING GENERAL:

H. N. MCCY
Colonel, USAF
Chief of Intelligence

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COPY

READING ON GODMAN FIELD SIGHTINGS

19 August 1948

R. S. T.	AZIMUTH	ELEVATION
10:26	206.3	59
	212.2	67.1
	217.4	66.8
Readings at 8 minute intervals	222.2	55.4
	226.5	63.9
	230.5	62.3
	233.9	60.7
	237.2	59.0
	239.8	57.6
	242.5	56.0
	244.8	54.3
	247.4	52.3
	250.9	49.4
	256.8	43.6
	259.5	41.0

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COPY COPY COPY

24 August 1948

MEMO FOR Col. McCoy

SUBJECT: Unidentified Flying Objects

The following message was telephoned by Major Mathews, W-P Flight Service Center at 11:30, 19 August, Ext. 5-1107:

"An unidentified flying object was reported to the Wright-Patterson Flight Service Center at 1050 Eastern, 8-19-48, by Lt. Colonel John Waugh, Executive Office, Godman Air Force Base, Ky. This object was estimated to be 30,000 to 40,000 ft. high, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Staniford AFB Ky to observe subject object and a report will be forwarded to Wright-Patterson Flight Service Center as soon as available."

Major Mathews said he would send us a confirming R&R.

Mr. Deyarmond was given this information.

On receipt of the above information, I immediately got in touch with Major Mathews and learned that another report had been received from Godman Field to the effect that there was no change in altitude, that the Azimuth reading was 235° and the apparent elevation, 60° . The next report at 12:50 stated that the object was now at $246^{\circ} 45'$ Azimuth and apparent altitude of $54^{\circ} 51'$. This information was immediately phoned to Mr. Brubaker with the thought that it might be Venus. Mr. Brubaker made a rough approximation of the whereabouts of Venus at that particular time and although there was a slight variation in figures, subsequent reports confirmed the fact that the object sighted was probably Venus. For example, the reported position of the object at 11:19 was 235° Azimuth, 59° elevation, whereas the computed position of Venus was $234^{\circ} 53'$ Azimuth and $61^{\circ} 35'$ elevation. At 11:50 the object was reported as 241° Azimuth 56.9 elevation whereas Venus at that time is approximately at $56^{\circ} 17'$ and $244^{\circ} 47'$. The only other bright star in this area is Pollux, however, no check was made against its computed position since the Venus readings so closely approximated those of the reported object.

J.S.H.

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COPY COPY COPY RESTRICTED

WRIGHT-PATTERSON FLIGHT SERVICE CENTER
WRIGHT-PATTERSON AIR FORCE BASE
DAYTON, OHIO
REPORT OF UNUSUAL INCIDENT

Unidentified Flying Object

At 1050E, 19 August 1948, the Wright-Patterson Flight Service Center was notified by Lt Colonel John Waugh, Executive Officer, Godman AF Base, Kentucky, via Plan 62 Interphone Network, that an Unidentified flying object was visible from the ground at Godman AFB. This object was ascertained to be at approximately 30,000 to 40,000 feet altitude, spherical in shape, bright silver color, giving a bright reflection from the sun. An F-51 was dispatched from Standiford AFB, Kentucky, to observe subject object and a report was to be forwarded to this Center when available.

At 1101E, 19 August 1948, the above information was relayed verbatim to the Commanding General AMC (MCI) and this Center informed them that all forthcoming information regarding subject unidentified flying object would be relayed to that office immediately upon receipt.

At 1132E, 19 August 1948, a message was received from Godman AFB, via Plan 62 Interphone Network, which stated that there was no change in elevation of subject object and it seemed to be moving southwest from Godman AFB at approximately 235°, at an elevation of 60° from Godman AFB. The F-51 was flying over Godman AFB at an altitude of 30,000 to 35,000 feet and at that time was unable to locate subject object. The unidentified object was visible from the ground with the naked eye and azimuth and elevation readings were being taken by theodolite every minute and progress of subject object was being charted.

At 1150E, 19 August 1948, the above information was relayed verbatim to the Commanding General, AMC (MCI).

At 1219E, 19 August 1948, Major Mitchel, Operations Officer at Godman AFB, notified the Wright-Patterson Flight Service Center that the unidentified object was ascertained to be the planet Venus. This information was given to the Commanding Officer, Godman AFB, by Mr. Moore, Head Astrologer, University of Louisville, Louisville, Kentucky.

At 1222E, 19 August 1948, this information was relayed to the Commanding General AMC, (MCI), and they requested that the azimuth and elevation readings which were obtained from Godman AFB be relayed to them in order to verify the assumption of Mr. Moore. This information was received from Godman AFB by Major De Armond E. Matthews and was delivered to Commanding General, AMC (MCI), who confirmed the assumption that the unidentified object was the planet Venus, due to the location, time, and trend of movement.

At 1542E, 19 August 1948, Major De Armond E. Matthews contacted Godman AFB, to see if any additional information was available and received a negative reply.

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Godman Field Air Force Base Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: MCIAD

MCIAD-3

6 Nov 48

1

Attn: Mr. Money

TO: MCIAT

Attn: Mr. Daywood

7. Attention is directed to attached inclosures. Your comments will be appreciated.

3 Incls:

1. Rpt of Unusual Incident
2. Memo dtd 24 Aug 48
3. Reading r/Godman taken
19 Aug 48

G. A. GRIFFITH
Chief, Operations Section
Tech Intelligence Division
Intelligence Department

HRS/ss
Rr 6-5310
Bldg 288
P 2027

RESTRICTED

THRU: MCLAD
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Deyarwood

MCIARD-3

8 Nov 1948

1

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b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within 90° of the sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

<u>Time Local</u>	<u>Altitude</u>	<u>Azimuth</u>
10:00	28° 00'	197°
10:30	26° 00'	204°
11:00	23° 00'	211°
11:30	20° 00'	217°
12:00	17° 00'	223°
12:30	13° 00'	228°

4. The evidence obtained from MCRKX 44 conclusively proves that this object was not the planet Venus.

5. Sighting of 19 Aug 1948: Reference is now made to Incident No. 187 and to an inclosed copy of a report received 2 November 1948 pertaining to another sighting of an unidentified object at Godman Air Force Base on 19 August 1948. Evidence on this newest sighting seems to establish this object as being the planet Venus.

6. Readings taken at eight-minute intervals are as follows:

<u>E. S. T.</u>	<u>MCRKX 44</u>		<u>MCRKX 44</u>	
	<u>SODAS</u> <u>- AZIMUTH -</u>	<u>44</u>	<u>SODAS</u> <u>- ELEVATION -</u>	<u>44</u>
10:26	206.3	210	69	68.7
10:34	212.2	214	67.1	67.8
10:42	217.4	219	66.8	66.9
10:50	222.2	223	65.4	65.8
10:58	226.5	226	65.9	64.8
11:06	230.5	230	62.3	63.7
11:14	233.9	233	66.7	62.6
11:22	237.2	236	59.0	61.5
11:30	239.8	239	57.6	60.
11:38	242.5	242	56.0	58.5
11:46	244.8	244	54.3	57.1
11:54	247.4	246	52.3	54.6
12:02	249.9	248	49.4	51.1
12:10	251.8	250	45.6	47.7
?:18	253.5		41.0	

RESTRICTED

RESTRICTED

Base
Godman Field Air Force/Sightings - 7 Jan 1948 and 19 Aug 1948

THRU: MCIAD
Attn: Mr. Money
TO: MCIAT
Attn: Mr. Dayarnood

MCIAND-3

8 Nov 48

106
1

1. Re Sighting of 7 Jan 1948: Reference is made to your conversation with Capt Sneider on 19 October 1948 concerning your desire for a check on the position and visibility of Venus on 7 Jan 1948 between the hours of 1330 and 1350 as compared to the position of an unidentified aerial object.

2. A verbal report was rendered you at 1400 hours, the date of your request, to the effect that Venus was not visible at the date and time mentioned. Extracted versions of pertinent information follow:

a. Statement by 1st Lt Paul I. Orner, O-865766, Airways and Air Communications Service ATC, Detachment 733-5, Air Force Base Unit (103rd AAGS Sq) confirms the fact that the weather station theodolite viewed and tracked the object; that the object was first seen at about 240° azimuth 5° elevation at 1400 hours, and that it disappeared from his view at about 250° at 1645 hrs.

b. A statement by Colonel Guy F. Six, Commanding Officer, Headquarters, 315th Air Force Base Unit (Res Trg) Godman Field, Fort Knox, Kentucky, dated 9 Jan 1948, states that on or about 1445 hours the object was first sighted at 215° and that it could be plainly seen with the naked eye, was about 1/4 the size of a full moon, white in color and apparently stationary for 1-1/2 hours.

3. Comment No. 2 to R & R from MCIAT-44 to MCIAND-3, dated 27 Oct 1948 states as follows:

<u>Position of Venus</u> <u>Time - local</u>	<u>Altitude</u>	<u>Azimuth</u>
10:00	11° 00'	122°
10:30	16° 00'	127°
11:00	21° 00'	132°
11:30	26° 00'	137°
12:00	31° 00'	142°
12:30	36° 00'	147°
13:00	41° 00'	152°
13:30	46° 00'	157°
14:00	51° 00'	162°
14:30	56° 00'	167°
15:00	61° 00'	172°
15:15	66° 00'	177°
	71° 00'	182°

Jan 33
187

RESTRICTED

ROUTING AND RECORD SHEET

RESTRICTED

10-4-152

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and address.

Place initials of dictator and typist/telephone number and location to right of signature.

Number all comments consecutively.

Note warning signal at lower left of form. Resubmitting copies is authorized only for proper spacing of typewritten signatures.

Separate comments by horizontal lines across page.

Use entire width of sheet, both sides.

SUBJECT Request for Information

to **MCREXB-45** from **MCIABD-3** on **20 Oct 48** comment no. **1.**
ATTN: Capt. Beebout

1. Reference is made to recent telephone conversation between Capt. Beebout and Mr. Colling, concerning the location of the planet Venus on 7 January 1948 between the hours of 1330 and 1515 when viewed from the vicinity of Godman Field, Kentucky.

2. It is requested that the following information be submitted hereon as comment 2:

- a. Position of planet at half-hour intervals during time mentioned.
- b. Opinion as to whether or not planet could be seen from aircraft at 15,000 ft. or from the ground.
- c. Was any other major planet in sighting distance at the time?

Richard F. Money
W. R. CLINGMAN
Colonel, USAF
Chief, Tech Intelligence Division
Intelligence Department

TC/e1
65310
P 202F
B 208

TO: **MCIAXO-3** FROM: **MCREXB/4** DATE: **27 Oct 48** COMMENT NO. **2**
J-2693

The following information is submitted as requested in the above comment:

- a. The position of the planet Venus, at half-hour intervals, to nearest degree:

Body Venus	Altitude	Azimuth
Time, Local		
10:00	11°00'	122°
10:30	16°00'	127°
11:00	21°00'	134°
11:30	24°00'	140°
12:00	28°00'	147°
12:30	31°00'	154°
13:00	33°00'	163°
13:30	35°00'	171°
14:00	35°00'	180°
14:30	34°00'	188°
15:00	33°00'	197°
21:15	30°00'	200°

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33

(over)

b. It is doubtful that Venus could be observed by the unaided eye from the ground or 15,000 feet as it would probably be hidden by the high degree of sky brightness due to its proximity to the Sun.

c. Jupiter is the only other planet within $\pm 90^\circ$ of the Sun during this period and its magnitude of brightness is only -1.4 as compared with -3.4 of Venus, making it impossible to observe with the unaided eye. However, the following figures on the Moon are submitted for your information:

<u>Time Local</u>	<u>Altitude</u>	<u>Azimuth</u>
10:00	28°00'	197°
10:30	26°00'	204°
11:00	23°00'	211°
11:30	20°00'	217°
12:00	17°00'	223°
12:30	13°00'	228°

Handwritten signature
for Lt Col JCSAF

J. C. HARVELL
 Colonel, USAF
 Chief, Equipment Laboratory
 Engineering Division

JJB
 VLB/md
 25186
 Bldg. 45



RESTRICTED

Basic: AMC, Wright-Patterson Air Force Base, Dayton, Ohio, "Request
for Accident Report", 23 April 1948

1st Ind.

AFCAI-911

Department of The Air Force, Hq USAF, Washington 25, D. C. 21 MAY 1948

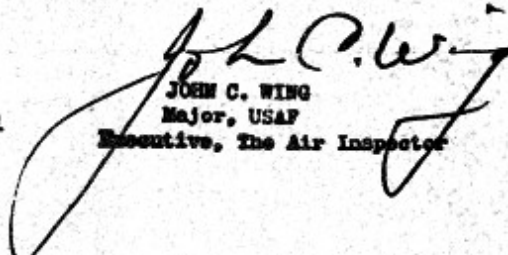
TO: Commanding General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio, Attn: MCIA

1. Attached herewith is a photostatic copy of an AF Form 14, Report
of Major Accident which occurred on 7 January 1948 near Franklin, Kentucky
and involved P-51D, No. 44-63869, piloted by Captain Thomas F. Mantell,
Jr., O-806873.

2. The use of the attached report and any further dissemination is
governed by AF Regulation 62-7 and AR 380-5.

BY COMMAND OF THE CHIEF OF STAFF:

1 Incl
Photo Cy of Acc #48-1-7-1


JOHN C. WING
Major, USAF
Executive, The Air Inspector

RESTRICTED

33F

ARMY AIR FORCES

REPORT OF MAJOR ACCIDENT

Use this form in accordance with AAF Reg. 92-1 and the "Accident Investigator's Handbook" issued by Office of Engineering, Headquarters, AAF.

Fill in all spaces except where otherwise indicated.

If additional space is needed, use additional sheets and give each sheet a section letter and subsection number.

Section A—GENERAL INFORMATION									
1. PLACE OF ACCIDENT—State, County, Nearest Town, Precinct or Post Office Kentucky, Simpson, Franklin, 3.5 miles SW Godman Field, 90 miles SSW									
2. WAS COLLISION WITH OTHER AIRCRAFT? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No 7 Jan 48 1518 CST <input checked="" type="checkbox"/> Night									
Section B—AIRCRAFT									
1. AIRCRAFT NO. 44-63889 P 51 D Standiford Field, Louisville, Ky.									
4. AIR FORCE OR COMMAND 11th ANF 55th 123rd Ftr Op (NG) 165th									
4. DATE OF MATRIAL 18 Dec 44 178:50 None None None									
5. Attach detailed statement of each engine having down bearing on this accident who has not been reported with two-hour orders and give reasons for non-compliance.									
Section C—OPERATOR (Person in control at time of accident)									
1. LAST NAME MARTELL, THOMAS F. JR. Captain KYANG O-806873 M. 28									
2. APPROXIMATE STATION 526									
3. APPROXIMATE ALTITUDE Standiford Field, Ky 11th 52 55th 123rd Ftr Op 165th									
4. APPROXIMATE RAINFALL <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No Pilot 6-30-43 Pilot									
Section D—OPERATOR'S FLYING EXPERIENCE (Including civilian)									
FLYING TIME		IN FLIGHT OR SOLO		OTHER FLIGHT OR OTHER AIRCRAFT		Fill in hours if operator was accident in training or ground school in US, OTI, etc.			
1. Total Hours		1408:00		1889:00		5. AAF NUMBER OF TRAINING ATTENDED AND DATES A/C Training—Marianna AAF Marianna, Fla. 17 Sept 42—29 June 43			
2. Hours This Year		67:00				6. TRAINING (LAND AND AIR) IN THE YEAR			
3. Hours This Model		67:00				7. INSTRUMENTS (DAY AND NIGHT) White 1-0-48 Lt. Frank Standiford 1-6-48			
4. Hours Last 30 Days		41:00				8. Was operator in command at time of accident? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
4. Hours Last 30 Days		14:00				9. Was operator in command at time of accident? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
4. Hours Last 30 Days		2:00				10. Was operator in command at time of accident? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No			
7. ACTUAL OPERAT. HOURS		107:00		34:00					
Section E—PERSONNEL INVOLVED (Including operator and all other persons, whether in plane or not)									
Duty at Time of Accident	NAME (Last, Name First)	TYPE OF AERIAL RATING	SERIAL NO.	GRADE AND BRANCH OF SERVICE	CLASS. OF A/C	DAYS AND NIGHTS OF SERVICE	PARACHUTES		REMARKS
							USED	SYSTEM	
<input checked="" type="checkbox"/>	MARTELL, THOMAS F. JR.	P	O-806873	Capt. KYANG	11AF123FG	Standiford Fld. Fatal	4	I	

O. K. FOR FILES
BY

Frank
2-17

Section F—DAMAGE

Describe briefly the extent of the damage to the aircraft. (Use checkmarks, plus "None," if aircraft is undamaged, or minus "None," if aircraft was totally destroyed, or wrecked.)

1. To Airman

Aircraft totally ⁴wrecked

2. To Engine

Wrecked

3. To Propeller

Wrecked

4. No Further Remarks (Display or Attachments)

Section G—POWER PLANT FAILURE

(The completion of this form if power plant failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. Duration of Engine Power Loss/Shutdown
None Minutes

	(1)	(2)	(3)	(4)
1. Engine Model				
2. Engine No.				
3. Engine-Hours Since Last Major Overhaul				
4. Hours on Subsequent Fueling/Overhaul				
5. Total Engine-Hours				
6. Propeller Model	2			
7. Propeller-Hours Since Major Overhaul				

8. Statement of Operator, if available, on behavior of power plant and manipulation of controls immediately before failure

9A. Statement of Engineering Officer, Mechanics, and Others as to What Failed and Probable Reasons Why

9B. Overall Rating of Form Engineering Officer (Name, Grade, and Station)

Section H—AIRFRAME, LANDING GEAR, OR OTHER MATERIAL

(Use this section if material failure was a contributing cause factor in the accident. This must be signed by engineering officer)

1. Describe the Material Failure, Including Statement of Kind of Flight at the Time of Failure and All Factors Which Might Have Contributed Toward the Failure

4200000

Engineering Officer
(Name, Grade, and Station) →

Section I—SPECIAL EQUIPMENT

(Use this section if special equipment—parachutes, radio, signaling, oxygen equipment, fire extinguishers, etc.—was a contributing cause factor in the accident for any reason including failure, misuse, or by reason of not being in the plane)

1. Describe How the Special Equipment Contributed to the Accident or to the Results

Oxygen system was not serviced. System was in working order

Section J—AIRPORT AND FACILITIES AND AIRWAY

(Use this section if the airport or its facilities or airway facilities were a contributing factor in the accident, other than inadequate condition, or poor maintenance.)

1. Explain

Section K—WEATHER (This must be signed by weather officer of the reporting station).

1. WHAT WAS THE WEATHER AT THE TIME AND PLACE OF THE ACCIDENT?

CAVU

2. IF WEATHER WAS A FACTOR IN THE ACCIDENT, STATE HOW AND APPROX. COEFF. OF WEATHER REPORT

WEATHER OFFICER
(Name, Grade, and Station) →

Section L—GENERAL INFORMATION.

1. BY CHECK OR THE NAME OF SOMEONE OTHER THAN THE OPERATOR WAS A FACTOR, STATE HOW

REPORT NO. 100

2. What Was the Moment

Ferry and Navigational trailer

3. Did Pilot Cause Over
Clearance?

4. WERE THERE ANY VIOLATIONS OF ORDERS OR REGULATIONS? (Section)

Violated AAF Reg. 80-16 Par. 43. However Capt. Mantall was requested by
Codyman Field Control Tower to investigate objects in the sky, causing this
Officer to go above limits of AAF Reg. 80-16

Was to be at 2000 feet but altitude of 2000 was not reached and was a
VC. Control tower was not advised of altitude of 2000 feet.

2000000

-3-

5. DISCREPANCY ACTION TAKEN OR CONTEMPLATED

6. NAME OF CLAIMANT (Section)

Form 25

7. Place

Marietta, Ga.

Staniford Field, Ga.

8. Name

Staniford Field, Ga.

9. IS THE PILOT IN THIS CASE AN OFFICER OR ANY PERSONS INVOLVED IN THE ACCIDENT, CAPT. OR MAJ.

10. SIGNATURE OF PILOT AND APPROX. COEFF.

11. THIS REPORT IS MADE IN ACCORDANCE WITH THE PROVISIONS OF AAF FORM 1, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

12. AND FORMS ATTACHED

Yes No

Form M—DESCRIPTION OF THE ACCIDENT

1. This is a summary of the investigation of the accident. It is to be used to cover everything that may have contributed to the accident. It is not to be used as a report of the investigation.

On 7 January 1968 at approximately 1400-1405, Captain Mantell was leading a flight of four (4) P-51 aircraft on a flight from Hawkins Air Base, Marietta, Georgia to Standiford Field at Louisville, Kentucky. Leaving Godman Field, Kentucky, the flight was contacted by the Godman Field Control Tower and requested to identify an object in the sky if the mission would permit. Captain Mantell replied that his mission was ferrying aircraft and that he would attempt to identify the object in the sky. Captain Mantell began a maximum climb in left spirals until about 14000 feet and from there a straight climb at maximum, on a compass heading of approximately 220 degrees. No conversation between Captain Mantell and any member of his flight revealed a clue as to his intentions. One pilot left the flight as the climb began, the remaining two discontinued the climb at approximately 22000 feet. When last observed by the wing man Lt. Clements, Captain Mantell was in a maximum climb at 22500 feet, the aircraft in perfect control. Captain Mantell was heard to say in ship to ship conversation that he would go to 25000 feet for about ten minutes and then come down. Transmission was garbled and attempts to contact Captain Mantell by his flight were unanswered. Lt. Clements was the only pilot equipped with an oxygen mask. This flight had been planned and scheduled as a ferry and navigational trip at low level.

Consensus is that Captain Mantell lost consciousness at approximately 25000 feet, the P-51 being trimmed for a maximum climb continued to climb gradually leveling out as increasing altitude caused decrease in power. The aircraft began to fly in reasonably level attitude at about 30000 feet. It then began a gradual turn to the left because of torque, slowly increasing degree of bank as nose depressed, finally began a spiralling dive which resulted in excessive speeds causing gradual disintegration of aircraft which probably began between 10000 and 20000 feet.

Since canopy lock was in place after crash, it is assumed that Captain Mantell made no attempt to abandon the aircraft, and was unconscious at moment of crash or had died from lack of oxygen before aircraft began the spiralling dive from about 30000 feet.

Parts of the aircraft were found as far as six-tenths (estimated) of a mile from central wreckage. The parts were scattered from North to South. The aircraft came straight down in a horizontal position and landed on the left side. The left wing came off while in the air and landed 100 feet from the central wreckage. The aircraft did not slide forward after contact with the ground. Throttle was set at one-fourth open, mixture control in "Idle-Cut-Off", and prop control in "Full Increase RPM".

2. RECOMMENDATIONS: That all pilots be briefed again on use of oxygen and the effects of lack of same. That all pilots be issued properly fitted mask. Another order issued that no pilot go above 12000 feet without oxygen under any circumstances. No aircraft be cleared for Cross-Country unless it be serviced with oxygen.

The engine be sent to Wright Field for further study.

3. ACTION TAKEN: Oxygen classes will start immediately, for all pilots and crew members. All aircraft will be equipped with oxygen. Pilots carry mask, helmet, goggles and gloves on all flights.

4. ACCIDENT INVESTIGATION REPORT NUMBER

DATE

Standiford Field, Kentucky

1. Lt. Col. Edward P. ...

2. ...

3. ...

4. ...

5. ...

WD AG Form No. 1
Revised 11 October 1961

AIRCRAFT FLIGHT REPORT - OPERATIONS

DATE 1-7-68		TIME PORT OF ORIGIN 113		TIME PORT OF DEST. OR 1 TIME 1600		REGISTER NO. & TYPE 105th Fighter Sqd		OFFICE Stanford Field	
REGISTER OR REGARIC IS CHANGE - NAME AND GRADE JOHN L. O'BRYEN 9/507		HEAD PILOT OR SUPERVISOR Herb Richter Co. 100		OPERATOR P-51B		AIRCRAFT SERIAL NO. 44-63965			
NAME MAYNELL, THOMAS F., JR. CAPT. KY AND 0-006873		PILOT PILOTS		TYPE AT DIRECTIO ACTUAL		OTHER DATA SYMBOL IN CASE OF CONFLICT IN OTHER CASES AND OTHER CASES AS LISTED IN THIS REPORT		TIME OF 1530	
Aircraft crashed at Franklin, KY at 1518 GMT 7 January 1968		* Aircraft crashed at Franklin, KY at 1518 GMT 7 January 1968		ORIGINAL FORM 1085 IN CRASH PILOTS WHICH STOPPED AT 1518 GMT ESTABLISHING TIME OF CRASH		TIME OF 1340		TIME OF 140	
A. CIRCULARS, TOUR CONTY.		RICHARD L. TYLER Captain KY AND							
FUEL #4		ENTER TOTAL FLIGHT TIME ON REVERSE SIDE				158 TOTAL FORWARDS		140	

AIRPLANE FLIGHT REPORT - ENGINEERING

INSPECTION STATUS				SERVICING				LOCATION OF TAKE OFF							
DATE OF FLIGHT	DATE OF INSPECTION	NEAR		BY		STATION		NO. 1		NO. 2		NO. 3		NO. 4	
		BY	STATION	BY	STATION	NO. 1	NO. 2	NO. 3	NO. 4	NO. 1	NO. 2	NO. 3	NO. 4		
PREFLIGHT	12-23-47	0	Standiford												
DAILY	12-23-47	0													
25 HOURS	183:40														
30 HOURS	192:55		Field												
100 HOURS	242:55														
Battery	Daily	0/1250													

INSPECTION OF AUXILIARY EQUIPMENT				EXPLANATION	
EQUIPMENT	SYMBOL	INSPECTED BY	STATION	STATUS TODAY	EXPLANATION
BOMBARDMENT					
GUNNERY					
CHEMICAL					
COMMUNICATIONS	M	Marks	Standiford Fld.		
PHOTOGRAPHIC					
NAVIGATION					

EXCEPTIONAL RELEASE	
WHEN THE STATUS TODAY IS INDICATED BY A RED SYMBOL AND AN EXCEPTIONAL RELEASE HAS NOT BEEN GRANTED BY AN AUTHORIZED MAINTENANCE OFFICER, THE PILOT OF THE AIRCRAFT WILL SIGN THIS RELEASE BEFORE FLIGHT.	
RELEASED FOR FLIGHT	0

REMARKS PILOTS AND MECHANICS SEE INSTRUCTIONS (INSIDE FRONT COVER)

Preflight & Daily OK O'Bryan
1 J.L. Carwell 1st Lt.

AIRCRAFT AND ENGINE TIME RECORD

ENTER IN HOURS AND MINUTES				
ENGINE	NO. 1	NO. 2	NO. 3	NO. 4
HOURS TO DATE	163:40			
HOURS TODAY	1:10			
TOTAL	164:50			
OIL CHANGE DUE	BC			
LAND CLEAN TIME	183:40			
P-51	HOURS TO DATE	163:40		
AIRCRAFT	HOURS TODAY	1:10		
869	TOTAL	164:50		

A CERTIFIED TRUE COPY:

Richard L. Tyler
RICHARD L. TYLER
Captain Py ANG

2 Service by O'Bryan

-6-

DATE	AIRCRAFT ORG DATA	AIRCRAFT DATA	ENGINE DATA
12-23-47	AIR FORCE 11th	COMPONENT	ENGINE MODEL V-1650-7
STATION	COMD, SERV, COND, OR DEPT	AIRCRAFT MODEL	SERIAL NO.
Standiford Fld.	Ky. ANG	Fighter	V-328830
CREW CHIEF OR ENGINEER	GROUP NO & TYPE	AIRCRAFT MODEL	SERIAL NO.
O'Bryan	123rd. Ftr. Co.	P-51D-20-NA	SERIAL NO.
1st Lt # 5	SQUADRON NO & TYPE	AIRCRAFT SERIAL NO.	
	165th Ftr. Sqd.	44-63669	TOTAL FLIGHT TIME → 1:10

12 January 1948

Subject: Compiled Report Concerning
Major Accident of Capt.
F.F. Mantell, Jr. on 7 Jan.
1948 at 1518 CST.

TO: Whom It May Concern

1. This report will be informal and fragmentary, but it is accurate to the best of my knowledge. The mission of the transport was to fly four ferry pilots, volunteer pilots of the guard, to Marietta Army Air Base where they were to pick up four P-51's that were left there because of weather 30 December 1947.
2. Upon arrival at Marietta the four P-51's were preflighted by mechanics flown there on the same transport, for that purpose. Capt. Mantell filed a VFR clearance to Standiford Field at Louisville. The flight took off and I watched them form and proceed north in formation at about 4000 feet.
3. Upon arrival of our C-47 at Standiford at 1615 CST on 7 January 1948 we were met by mechanics who told us about flying objects, and that our P-51's were after something and that is all we gathered. In operations about 1700 CST a phone call was received by Major Doyle that the plane had crashed near Franklin and the pilot killed.
4. At 1730 I was back in the air in the C-47 enroute to Bowling Green where I was to get transport 512 to Franklin. I had mechanics, an Administration Specialist, and a co-pilot aboard. We arrived at 1815 CST at Bowling Green and proceeded to Franklin via Highway patrol car.
5. At the scene of the accident we carried on as much of an investigation that was possible at night. We got affidavits from Mrs. Hillis.

1235030

-7-

Incl:

Accident, Major.

Mr. Becker, the County Coroner, and two boys who watched the plane come down. Our formal accident report is awaiting action by the investigation board that will meet at Standiford in the next 48 hours.

A Summary of my opinion of the cause of the accident is compiled through what I have heard from various sources and affidavits concerning the accident.

6. As Capt. Mantell passed near Godman Field he switched to B channel to call Standiford Tower, the message was intercepted at Godman tower and he was directed to attempt to find out what the object was that they were watching. Lt. Hendricks, who was on Mantell's wing was in a hurry to get to Standiford, so he asked to break off and was given permission by Mantell. Clements moved up and could see Mantell was talking so he switched from C channel to B channel.....Mantell spiraled up at high over setting and finally took a heading of about 220 degrees and was climbing about 180 MPH. Parts of the conversation between Mantell and Clements was that Mantell thought the object was traveling about the speed he was climbing. At 22,500 feet Clements told Mantell they were getting too high, Clements wingman, Lt. Hammond had no oxygen and was getting dizzy. Clements luckily had a plane that had some oxygen in it and he was wearing his mask because he could use a mask better for transmission than he could a throat mike. When Clements had reported to Mantell that he was turning back Mantell told him they would go to 25,000 feet level off, fly 10 minutes as then go down. When Clements broke off with his wingman at about 33,000 he called Mantell and informed him he had left and Mantell's reply was garbled. Clements last seen Mantell heading into the sun climbing at high power. Clements and Lt. Hammond landed at Standiford and Clements refueled and took off again at 1605 CST, climbing toward the Franklin, Kt. area. Upon reaching 33,000 feet he reported over B channel that he was at 33,000 feet and didn't see a thing.....this was about 1625 or 1630 CST. Clements left a vapor trail near Franklin on the way south and passed under it on the way back north.

1235000

Accident Major

On 20 Nov 1947, two pilots, flying a Reynolds Model 400, were on VFR 5 clearance, over Bardston, Mo. when they heard someone say they were at 10,000 feet and couldn't see anything. They landed at Mountain Field, Louisville about 1615 CST.

The personal opinion of the accident investigator, Captain Mantell, an aggressive pilot, attempted to preserve the object as long as possible, even though he realized his danger from lack of oxygen. At about 10,000 feet I believe he crashed out from underneath the plane continued climbing to about 15,000 feet where it came three lazy circles and went into a power slide, slowly rotating to the left with the engine torque. I believe that he reached compressibility at about 15,000 feet and the left wing blew off, part started coming down and raining down for nearly a mile in a north to south direction, scattering the lightest part the lightest way. I think the pilot was dead of motion when he started down. When the left wing came off the right wing acted as a fin or rudder for the fuselage and guided the fuselage straight down, parallel to the ground. The plane did not burn upon impact. The pilots watch shattered at 1618 CST.

8. Captain Mantell was graduated from a single Engine school, AT-8...he was put in a Troop Carrier outfit...trained in the States...went overseas to North Africa...from there to England... was in D day invasion, Normandy...flew the Holland mission...flew the Rhine crossing mission...during that time he flew transition in B-24's and C-47's. Back in the States at Bergstrom he taught Chinese cadets in the C-46. He was discharged about Nov. 20, 1946. His terminal leave was up about Jan 20, 1947...the 1st day of March Capt. Mantell started in business as part owner of a GI flying school, Elkins-Mantell Flying School, Bowman Field, Louisville, Ky. He was federally recognized in the Air National Guard about the 16th of February, 1947. He started flying the P-51 about May of 1947 and built his time so around 700 hours up until his death. He was a flight leader. His military time was approximately 2300 hours, his civilian time was around 700 hours.

1230000

Accident, Major

9. Captain Mantell's home life was normal. He had a wife and two boys...one 18 months and one about 6 years.. I was Mantell's closest friend and can vouch that he never had any personal problems, except the normal business worries, which were unknown to me if he had any of that type. His interest in flying could not be excelled. He loved the P-51, felt he was the master of it, and flew...not carelessly but like an aggressive fighter pilot. I firmly believe that if he thought he had any chance of catching this object he would have pursued it knowingly to his death. I think he seen something more than a star or balloon...he was above average intelligent. He did respect the airplane and the dangers of aviation. If some outside force did not cause his death, I think he passed out too quickly to change his line of flight. Mantell was six foot, weighted 190 lbs. A husky, well-build man.

Richard L. Tyler
RICHARD L. TYLER,
Captain, KY, ANG,
Operations Officer &
Investigator of the
Accident.

HEADQUARTERS
310TH AF BASE UNIT (RES TRG)
GODMAN FIELD, FORT KNICK, KENTUCKY

A/mg

15 January 1948

STATEMENT T/SGT QUINCY BLACKWELL

On the afternoon of 9 January 1948 I was on duty in the Control Tower, Godman Field, as Chief Operator. We had been sighting an object in the sky which we were unable to identify from our position in the tower.

At approximately 1430 hours we sighted a 4-ship formation of P-51's approaching Godman from the southeast heading towards Louisville. As they crossed over Godman Field, I attempted to contact the flight of ships in the following manner:

"Godman Tower Calling the flight of 4 ships northbound over Godman Field. Do you read? Over?"

I gave that call twice and finally after the second call-up the Flight Leader of the formation acknowledged, "Roger, Godman Tower. This is National Guard 869, Flight Leader of the formation. Over".

"National Guard 869 from Godman Tower. We have an object out south of Godman here that we are unable to identify, and we would like to know if you have gas enough; and if so could you take a look for us if you will."

The Flight Leader acknowledged, "Roger, I have the gas and I will take a look for you if you give me the correct heading and any information you have on locating the object".

One of the four ships continued on towards Louisville. 3 of them swung around to the right and reversed their course, making good a heading of approximately 210° from Godman Field, and climbing steadily.

At about 1445 or 1450 hours, National Guard 869 notified Godman Tower he was approximately 15,000 feet.

"I have an object in sight above and ahead of me, and it appears to be moving at about half my speed or approximately 180 miles an hour."

When asked for a description of the object, he replied, "It appears to be a metallic object or possibly reflection of sun from a metallic object, and it is of tremendous size."

Approximately 1515 or 1520 hours, the Flight Leader reported the object as, "Directly ahead of me and slightly above, and is now moving at about my speed or better. I am trying to close in for a better look."

That was the last contact we had with the Flight Leader in any way.


Very soon after that National Guard 800 who was in the flight with National Guard 869, attempted to contact the Flight Leader and when he was unable to do so announced that he was returning to Standiford Field, as he was unable to contact or locate his Flight Leader.

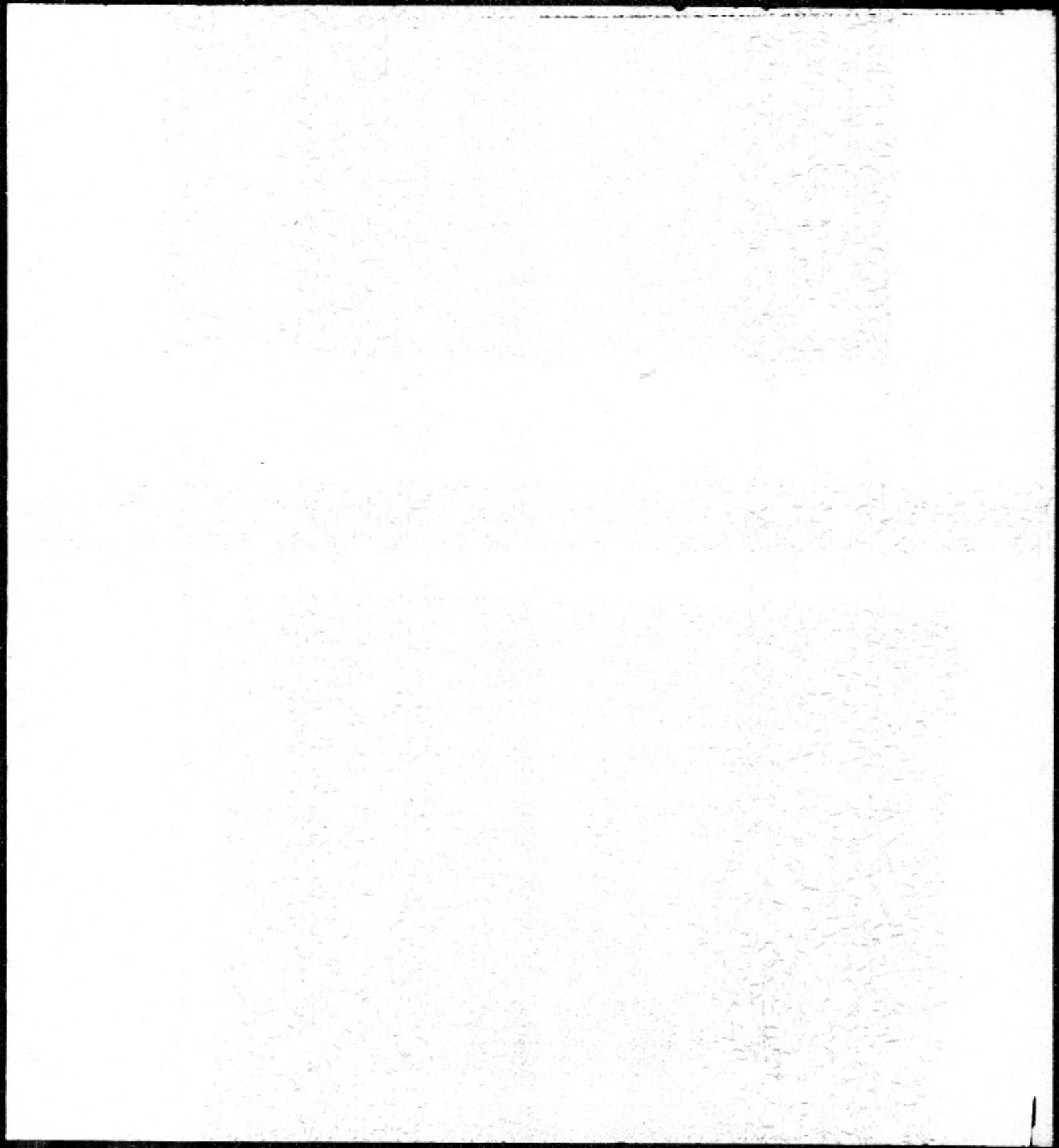
The foregoing times mentioned are approximately only.

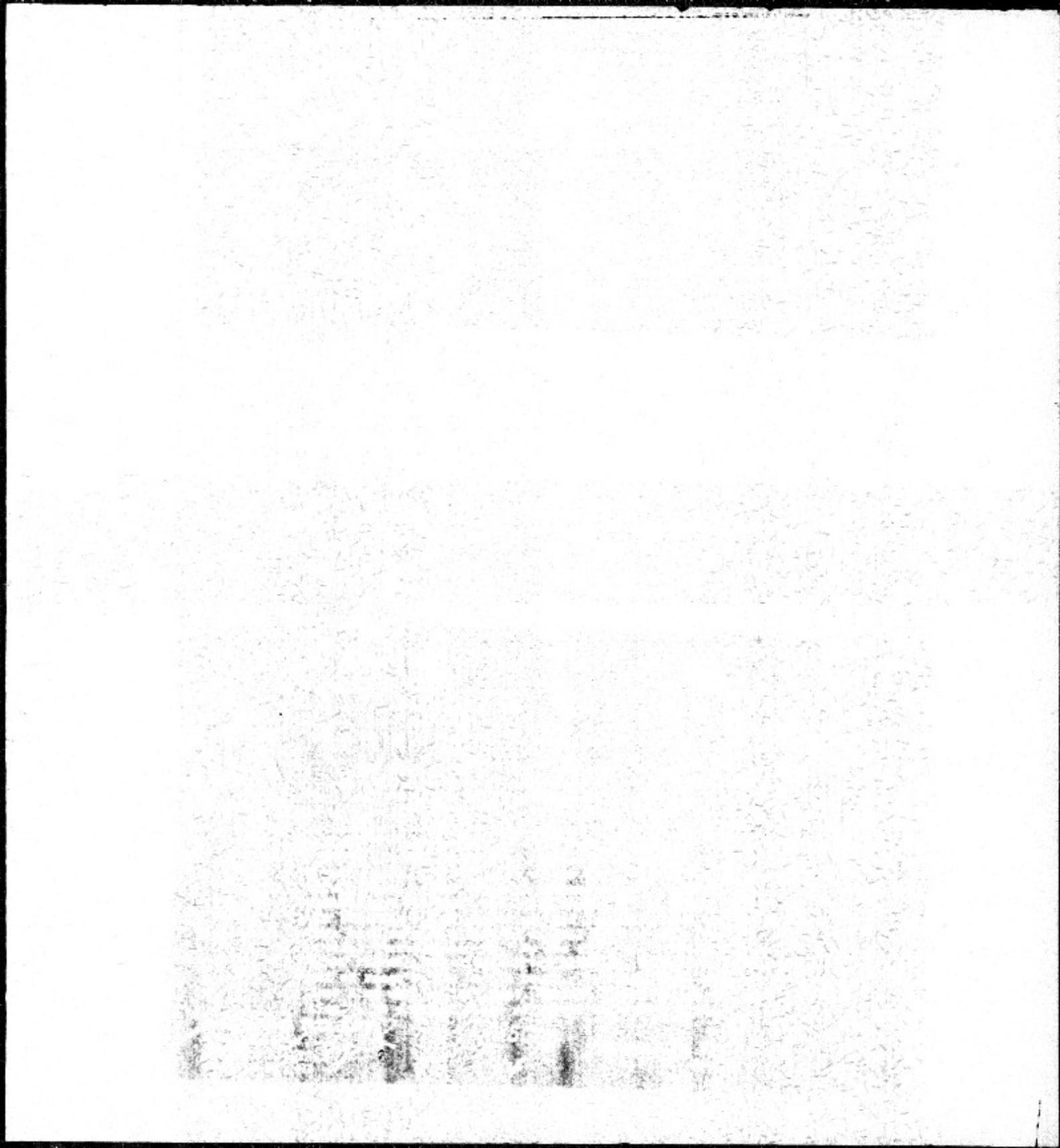
The conversation was not recorded. I have stated it in the way I remember it, to the best of my ability.

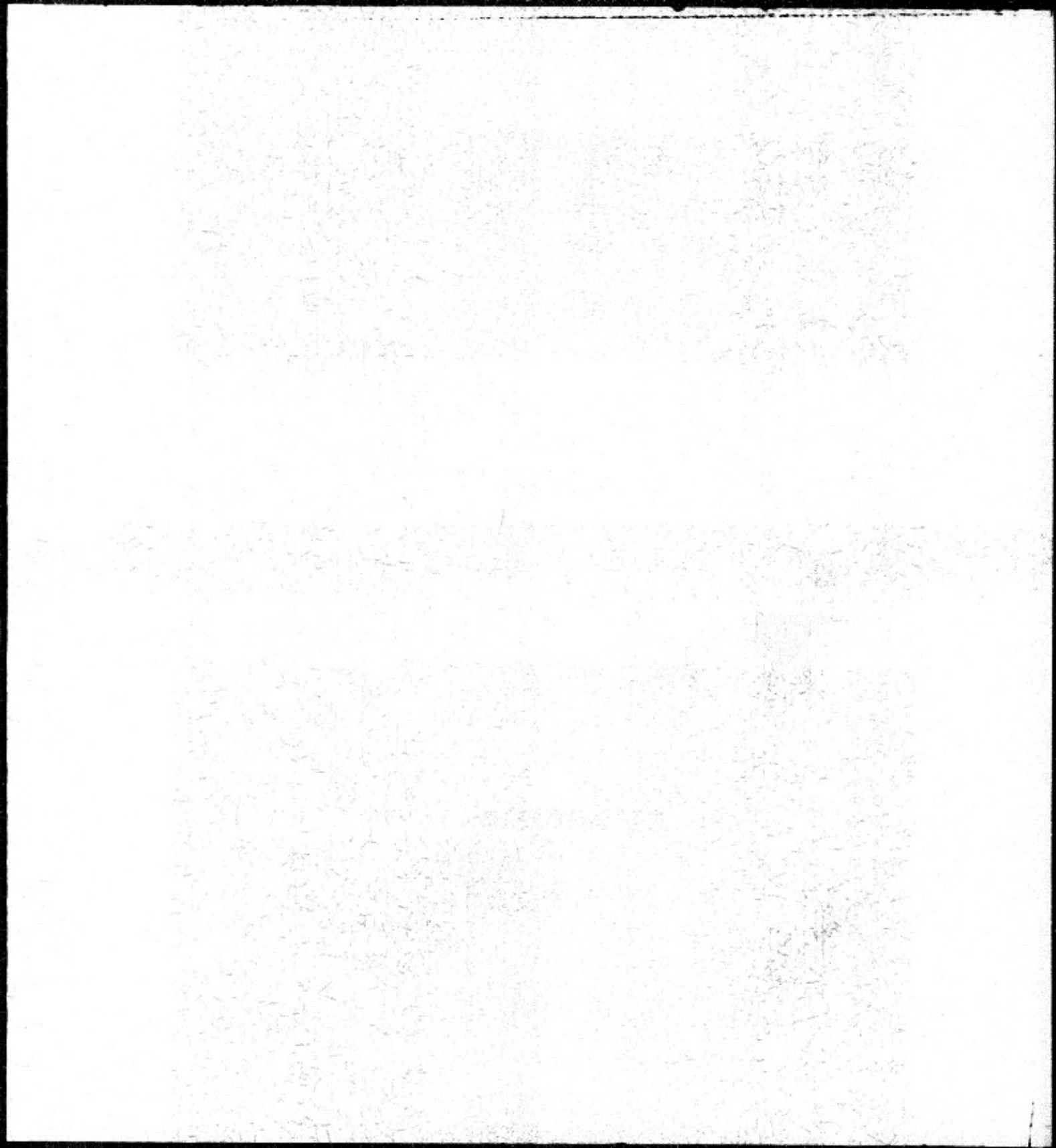
/s/ Quinton A. Blackwell
QUINTON A. BLACKWELL
Technical Sergeant
Serial No. 18162475

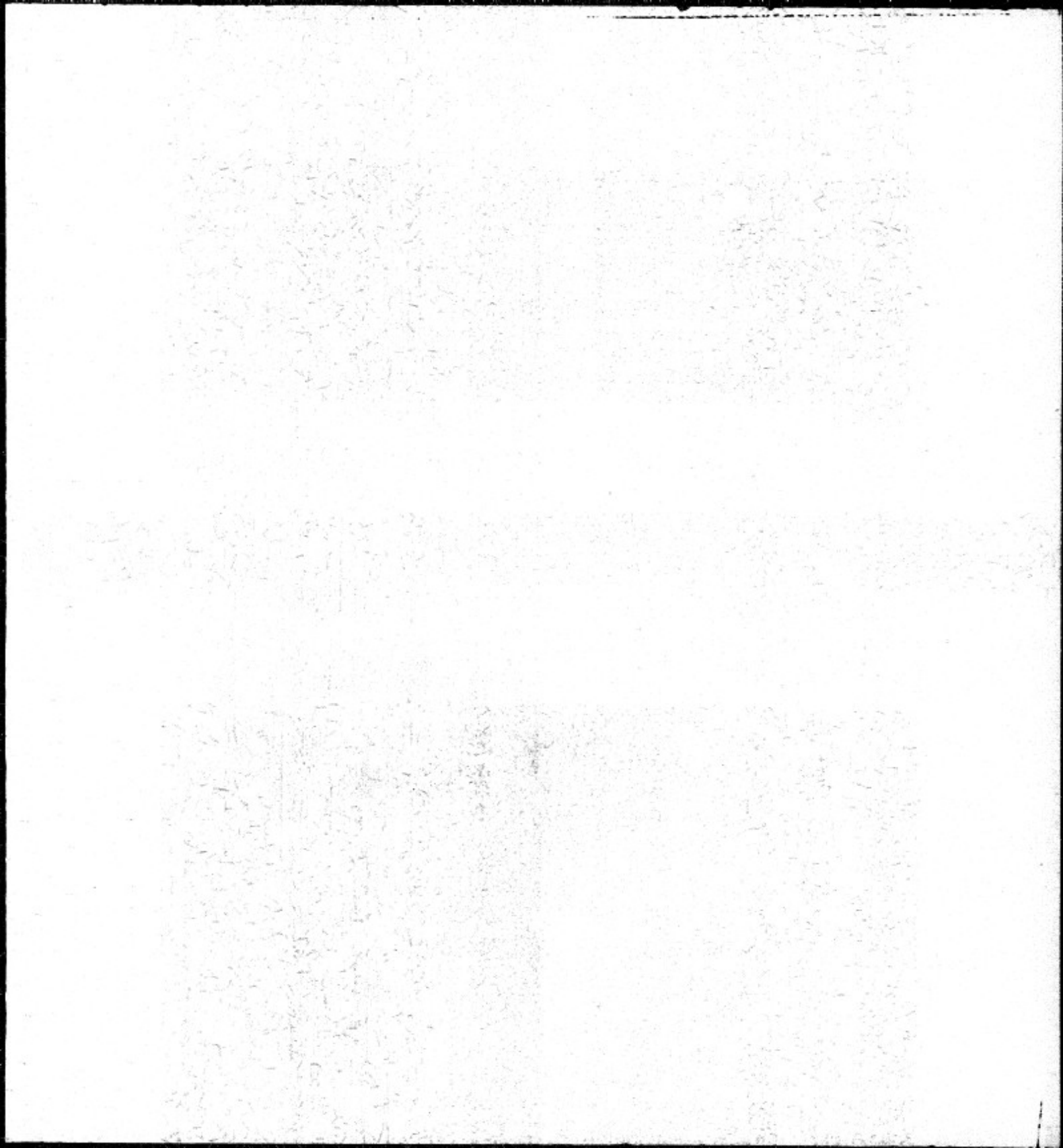
A CERTIFIED TRUE COPY:


RICHARD L. TYLER
Captain Ky ANG









AFFIDAVIT

January 7, 1948
Franklin, Kentucky

I, William C. Mayes of Route #3, Lake Spring Road, Franklin, Kentucky, Simpson County do state that on 7 January 1948 at approximately three-fifteen P.M. I heard an airplane overhead making a funny noise as if he were diving down, and pulling up, but it wasn't, it was just circling. After about three circles the airplane started into a power dive slowly rotating. The plane was so high I could hardly see it when it started down. It started to make a terrific noise, ever increasing, as it descended. It exploded half way between where it started the dive and the ground. No fire was seen. It hit or crashed at three-twenty P.M., Central. It didn't explode when it hit the ground and did not burn.

In witness whereof, I have hereunto set my hand and seal at my home on Route #3, Lake Spring Road, Franklin, Kentucky this 7th day of January 1948.

William C. Mayes
Route #3, Lake Spring Road
Franklin, Kentucky

Sworn to and subscribed before me
this 7th day of January, 1948.

s. Richard L. Tyler
RICHARD L. TYLER
Captain, Ky. ANG
Summary Court Officers

s. Richard L. Tyler
RICHARD L. TYLER
Captain, Ky. ANG

File #

AFFIDAVIT

January 1945
Franklin, Kentucky

I, _____
do hereby certify that _____
is _____
of _____

Subscribed and sworn to before me

John D. ...

145TH FIGHTER SQUADRON
Standiford Field
P. O. Box 187
Louisville, Kentucky

18 January 1948

Listed below are the previous write ups on aircraft 44-21, 44-2269:

10-24-47 Rudder trim indicates 1° to the right. Rudder trim set 3° to the left- O'Bryan 10-25-47

11-6-47 Coolant leak. Cooler tank removed, crack welded and tank reinstalled. Replaced all hoses with new hoses. Plane run up and checked OK for flight- O'Bryan. Work checked & plane found OK for flight (C.T. Baker Flight chief) 11-6-47

11-8-47 Coolant leak. Coolant leak stopped by Vermillion. 100 hr. inspection completed. Work checked & plane found OK for flight (C.T. Baker Flight chief) 11-14-47

11-19-47 KC receiver VERY ~~was~~ noisy, caused by fuel pump booster. OK when pump off. Detroit 200-400-KC receiver checked OK at ground Marx & Duncan 11-23-47

11-23-47 Compass swing due. Compass swung by Baker 12-17-47

12-12-47 24 hour inspection completed by J.T. Baker & crew. 12-12-47

12-18-47 "A" channel very weak. "A" channel checked OK at ground Marx & Duncan. 12-19-47

Forms 1, 1A were last inspected 12-18-47. Last original forms obtainable.

Look...

AAAF FORM 100
 AAFF FORM 100
 REVISED AUG. 1947

ARMY AIR FORCES
 AIRCRAFT CLEARANCE

A WHERE OF ADDRESS MARIETTA ARMY AIR FIELD MARIETTA, GEORGIA	DATE 7 Jan 1948
---	---------------------------

B PILOT'S NAME T. F. Mantell Jr. O-806873 Capt. DKL	ORGANIZATION 165th Ftr Sq. 44-63288	AIRCRAFT NUMBER 869
NAME (INITIALS, NAME, GRADE, STATUS, & OTHER INFO)	73338	I certify that the weight and balance on this aircraft is identical with that shown on Form "F" filed at <u>DKL</u> Date <u>1-48</u> Pilots Int. <u>TFM</u>
R. K. Hendricks 1st. Lt. O-2063831	73800	
A. W. Clements 1st. Lt. O-732166	73737	
B. A. Hammond 2nd. Lt. O-2085976		
This aircraft is equipped with instruments and flashlight for IFR and Night Flights. Pilots Int. <u>TFM</u>		

C WEATHER DATA		ALTIMETER SETTINGS
EXISTING ROUTE A CERTIFIED TRUE COPY 2a/ Edwin A. Wood	DESTINATION EDWIN A. WOOD	LOCAL
ALTERNATE ROUTE Capt. USAF Operations Officer	ALTERNATE	DESTINATION
FORECASTS ESTIMATED FLIGHT TIME (PLUS CHECKS) I have been adequately briefed on the current WX and forecast WX affecting my flight and I understand the WX situation. (S) Thomas Y. Mantell Jr., PILOTS SIGNATURE	RESET ALTIMETER BEFORE APPROACH	
A CERTIFIED TRUE COPY: Edwin A. Wood Captain USAF		
TIME OF DAY VOID 1400		

FLIGHT PLAN D PLAN	PILOT COMPANY NO 3069	TYPE OF AIRCRAFT 4 P-51	PILOT (LAST NAME ONLY) Mantell	POINT OF DEPARTURE Marietta AAF
<input type="checkbox"/> IFR <input type="checkbox"/> VFR VFR	<input type="checkbox"/> IFR <input type="checkbox"/> DIRECT Direct	<input type="checkbox"/> IFR <input type="checkbox"/> DIRECT Direct	<input type="checkbox"/> IFR <input type="checkbox"/> DIRECT Direct	<input type="checkbox"/> IFR <input type="checkbox"/> DIRECT Direct
TRANSMITTING FREQUENCIES 300 126.18 "B" "A"	RECEIVED ONLY <input type="checkbox"/>	NO DATA <input type="checkbox"/>	HOURS OF FUEL (CIRCUITS) 5 Plus	INSTRUMENT RATING 2-3
REMARKS (SHOW FUEL WHICH WILL BE REQUIRED WHILE ON INSTRUMENT FLIGHT) MAAF TWR 396KCS and "B" channel	PILOT'S SIGNATURE (S) Thomas Y. Mantell Jr.	<input type="checkbox"/> COMMAND PILOT <input type="checkbox"/> SENIOR PILOT <input type="checkbox"/> CONTRACT PILOT OF CARGO AIRCRAFT <input type="checkbox"/> PILOT		

E FLIGHT CLEARANCE AUTHORIZATION	
CLEARANCE AUTHORITY ROBERT C. PAUL, COE AF, CO AM/TC	CLEARANCE OFFICER
TIME OF DAY 1440	TIME OF DAY 1440
CONTROL INSTRUCTIONS RECEIVED FM	ACTUAL TAKEOFF TIME 1445







Army Air Station, Oahu, T.H. 1945



16-10-1940. 10:00 AM. 10:00 AM. 10:00 AM.



71 14-0300/2000 3 miles SW Prudhoe Bay, Alaska, 1968





IC-2 10-1 10-2 10-3 10-4 10-5 10-6 10-7 10-8 10-9 10-10 10-11 10-12 10-13 10-14 10-15 10-16 10-17 10-18 10-19 10-20 10-21 10-22 10-23 10-24 10-25 10-26 10-27 10-28 10-29 10-30 10-31 10-32 10-33 10-34 10-35 10-36 10-37 10-38 10-39 10-40 10-41 10-42 10-43 10-44 10-45 10-46 10-47 10-48 10-49 10-50 10-51 10-52 10-53 10-54 10-55 10-56 10-57 10-58 10-59 10-60 10-61 10-62 10-63 10-64 10-65 10-66 10-67 10-68 10-69 10-70 10-71 10-72 10-73 10-74 10-75 10-76 10-77 10-78 10-79 10-80 10-81 10-82 10-83 10-84 10-85 10-86 10-87 10-88 10-89 10-90 10-91 10-92 10-93 10-94 10-95 10-96 10-97 10-98 10-99 10-100





160TH FIGHTER SQUADRON (ANG)
Standiford Field
P. O. Box 1187
Louisville, Kentucky

21 January 1948

SUBJECT: Transmittal of WD AAF Form 14

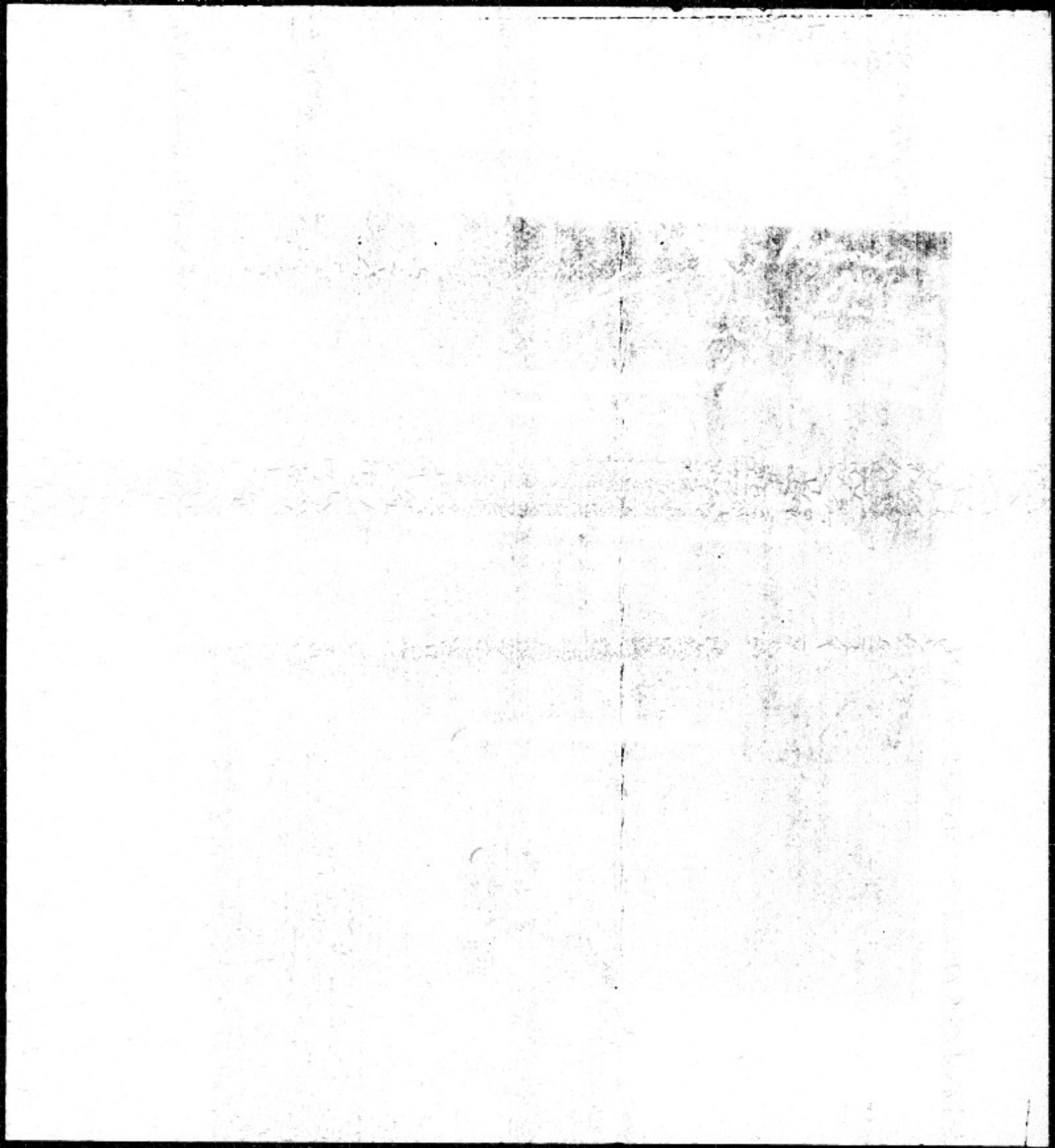
TO : Headquarters, Army Air Forces, Field Office, The Air Inspector,
Langley Field, Va.

1. Transmitted herewith in accordance with HQS Air Memorandum 62-4 dated 27 January 1947 is WD AAF Form 14 and allied papers pertaining to aircraft accident 7 January 1948 involving P-51D type aircraft, serial number 44-63889, the P-51D # 44-63889 piloted by Captain Thomas F. Mantell Jr. ASN O-806 878, Pilot.

W. J. Mankin
W. J. MANKIN
Captain USAF
Commanding

13 Incls: *PHF*

1. WD AAF Form 14
 2. WD AAF Form 23
 3. WD AAF Form 1A
 4. WD AAF Form 1
 5. List of previous write ups on Form 1A
 6. Statement of Investigating Officer
 7. Statement of Godman Field Control Tower Operator
 8. Lt. Clements Statement
 9. Statement of Glenn T. Hayes
 10. Statement of Mrs. Carrie A. Phillips
 11. Statement of William C. Hayes
 12. Statement of William J. Phillips
 13. Photographs of accident.
- 34



TO: [Illegible]
FROM: [Illegible]
SUBJECT: [Illegible]

1. Weather: [Illegible]
2. Summary of Additional Information: See attached sheet.

3. Incl. *pad*
4. Portland Weather
5. Narrative Summary
PS Form 14, 18 Dec 46 (Rev 2 Oct 47)
48-1-7-1

[Signature]
SPENCER F. McCULLY
Major, USAF
Commanding

1235000
-27-

The Pilot Plans to
 Depart on _____
 at _____
 for _____
 via _____
 alt _____
 This flight should be conducted _____
 Foremaster

I, _____
 Foremaster
 Approves () Does not approve () Take receipt of FF _____
 () IFR flight from _____ to _____ alt(s) _____
 () VFR flight from _____ to _____ alt(s) _____
 () Only if on (written orders to land) that Station
 () Only if _____ is your home station
 () Obtain Airway Traffic Control Clearance () Through _____
 () Before take-off. () Before take-off.
 () And advises: _____

* Approval void at: 14200
 * I certify that the (pilot) ~~(pilot)~~ has acknowledged receipt of adequate weather briefing for this flight.

FOR THE COMMANDING OFFICER: 1235000

 /s/ H. L. Johnson -28-
 Dispatcher 1st Lt, USAF

8 January 1946

Portland Weather

7:00 AM

Temperature 51°, dew point 22,

humidity 30.14

10:00 AM Temperature 44°, dew point 23, wind

30.12

1:00 PM Temperature 47°, dew point 24,

humidity 30.12

4:00 PM Temperature 38°, dew point 23, wind

30.10

7:00 PM

Temperature 37°, dew point 22,

humidity 30.10

10:00 PM Temperature 37°, dew point 22, wind

30.10

1:00 AM Temperature 37°, dew point 22, wind

30.10

4:00 AM Temperature 37°, dew point 22, wind

30.10

STANDARD REPORT: Report of Aircraft

9 January 1948

To: [Illegible]
[Illegible]
[Illegible]
[Illegible]
[Illegible]

1. Flight Date: 7 Jan 1947 NG3069 4-PS1 Martell, Marietta Ga, VNA
Standiford Field, Louisville Ky 30 D1342C 110/300, 32

2. Date, Time: 7 Jan 1948 Approximately 1645C
2 miles SW Franklin Ky 36°- 42'N 86°- 35'W

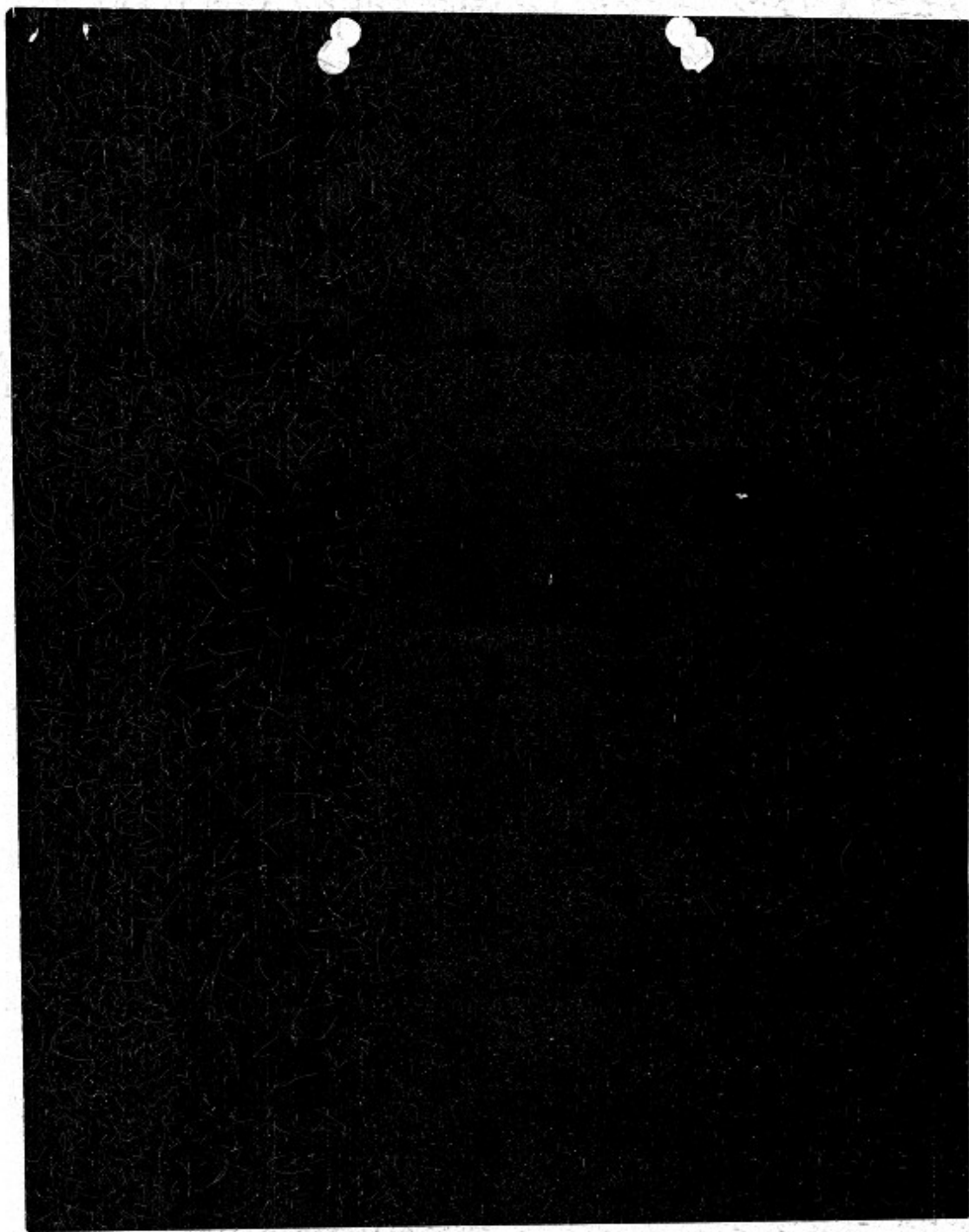
Flight was cleared by an established base operations office

No hazardous conditions were forecast to exist for this flight.

None

as his flight of 4 PS1 passed over Bowman Field enroute from Marietta Ga. to Standiford
Fld, Louisville Ky and requested that an investigation be conducted. The object
hovering in the sky in the vicinity of Standiford Field was observed by
climb toward the airport. Pilot [Illegible] was advised that the object was
Standiford Field, Louisville Ky. Pilot [Illegible] was advised that the object was
22,000 feet with a [Illegible] [Illegible] [Illegible] [Illegible] [Illegible] [Illegible]
because of lack of [Illegible] on arriving at Standiford Field. The object was
observed at Standiford Field at 1645C. Pilot [Illegible] was advised that the
pilot Martell, tracked 2 miles southwest of Standiford Field. The object was
sighted by pilot [Illegible] at Standiford Field.

[Illegible]
[Illegible]
[Illegible]



REPORT OF SPECIAL INVESTIGATION OF AIRCRAFT ACCIDENT
INVOLVING P-51D NO. 44-43869

1. DATE AND TIME OF ACCIDENT: 7 January 1948, 1518 GWT
2. LOCATION OF ACCIDENT: 5 miles southwest of Franklin, Kentucky
3. AIRCRAFT: P-51D No. 44-43869
4. HOME STATION AND ORGANIZATION: 148th Fighter Squadron, Kentucky ANG,
Staniford Field, Louisville, Kentucky
5. RESULTS TO AIRCRAFT: Destroyed
6. HISTORY OF AIRCRAFT AND ENGINES:

AIRCRAFT

Date of manufacture - 15 December 1944
Total hours - 164:50, 23 December 1947, 12:07:30 to time of crash
Date last overhaul - new

ENGINES

Model - V-1650-7
Number - V-328330
Total hours - 17:42:25
Hours since last overhaul - new

PROPELLER

Model - Hamilton Hydromatic
Hours since last overhaul - new

7. PILOT, HOME STATION AND ORGANIZATION: Thomas E. Mitchell, 1st Lt., Kentucky ANG,
113th Fighter Group, 148th Fighter Squadron,
Staniford Field, Louisville, Kentucky

8. PILOT HISTORY:

	1st Lt. Mitchell	1st Lt.
Total hours	148:40	148:40
Hours this type	07:00	07:00
Hours this model	07:00	07:00
Hours last 30 days	11:00	11:00
Hours last 90 days	11:00	11:00
Hours last 180 days	11:00	11:00
Actual Combat hours	10:00	10:00
	1235000	

9. COPILOT HISTORY: Not applicable
10. FLIGHT ENGINEER AND NAVIGATOR HOME, HOME STATION, ORGANIZATION AND STATUS:
Not applicable

RESTRICTED

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RESTRICTED

1235000

-35-

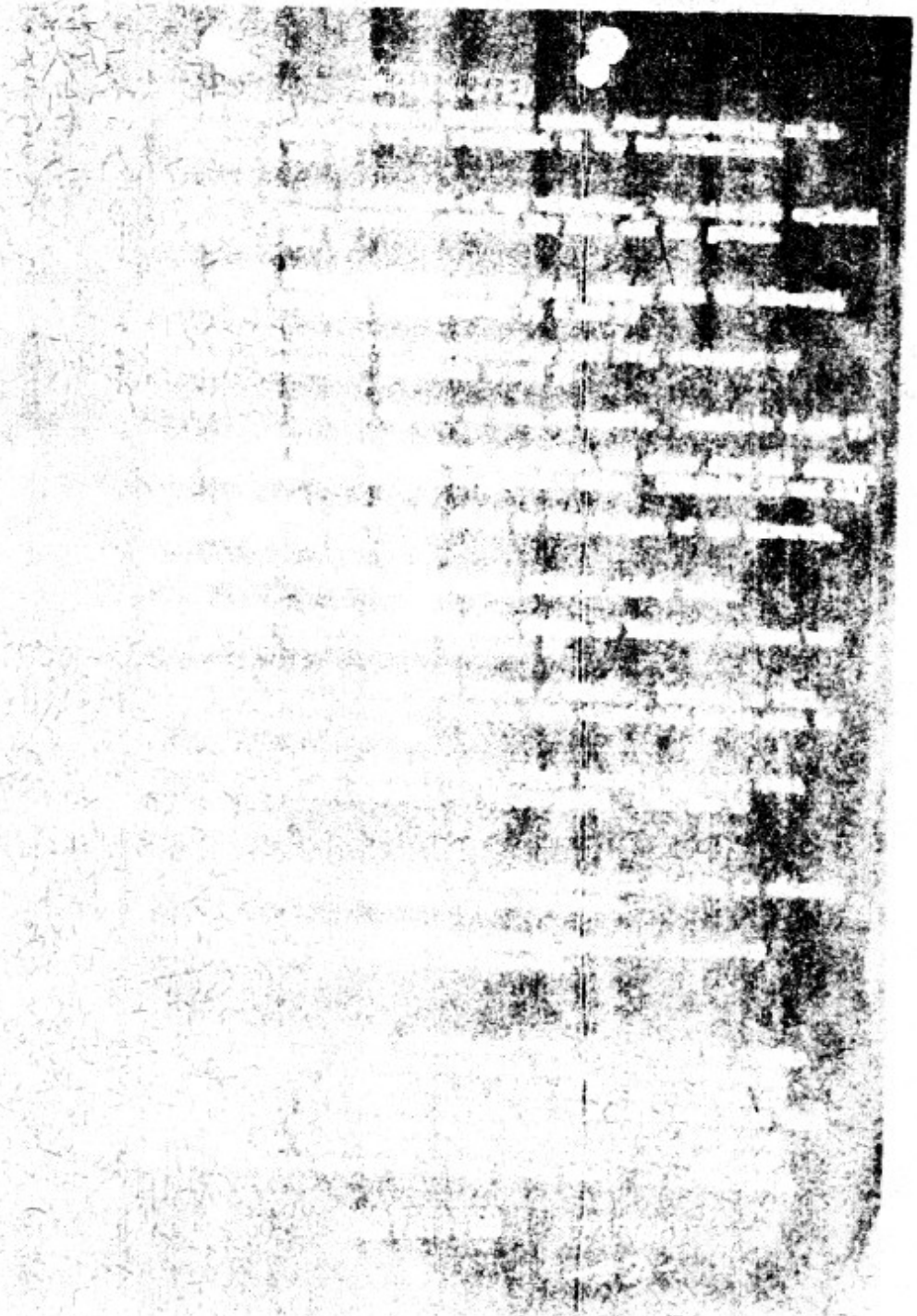
- 6. At 22,500 feet Lt. Clements was observed descending and Lt. Russell was observed ascending. His transmission was as follows: (Exhibit 4)
- 7. Through the latest check of the aircraft it was determined that Lt. Russell was heading down to the base. According to a later witness, (Exhibit 4)
- 8. At the time Lt. Clements and Lt. Russell were at 22,500 feet Captain Mantell was observed descending at 22,500 feet. (Exhibit 4)
- 9. From 18,000 feet on, the point at which the high altitude engine Lt. Clements had to use full power to maintain his position in the formation. (Exhibit 4)
- 10. The last radio contact with Captain Mantell was at 18,000 feet and from all appearances he seemed to have the aircraft under perfect control. (Exhibit 4)
- 11. Captain Mantell's aircraft was next observed by WILLIAM G. HAYES, a civilian from Franklin, Kentucky, circling and after about three circles started into a power dive slowly retreating. (Exhibit 4)

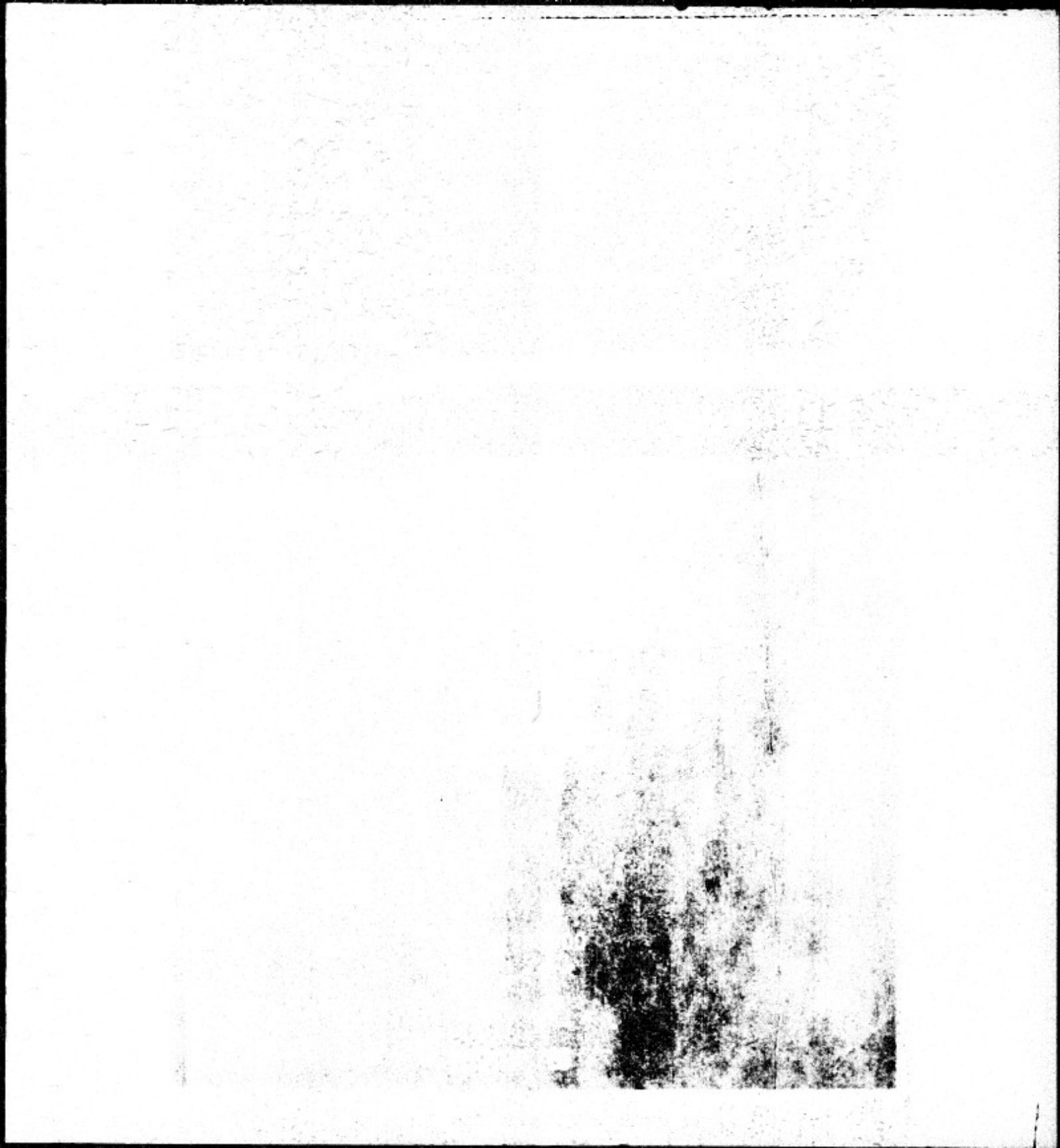
RESTRICTED

135000

26

407





AMERICAN AIRWAYS

FLIGHT LOG

DATE: **10/17/50** TIME: **14:00** FROM: **MEMPHIS** TO: **MEMPHIS**

TYPE OF AIRCRAFT: **P61** PILOT (LAST NAME ONLY): **Montell**

TYPE OF FLIGHT: VFR IFR NIGHT

REMARKS: **FLIGHT TEST**

PERFORMANCE DATA

TYPE OF AIRCRAFT: **P61** PILOT (LAST NAME ONLY): **Montell**

TYPE OF FLIGHT: VFR IFR NIGHT

TRUE AIR SPEED: **300** ALTITUDE: **10,000**

DEPARTURE TIME OFF TIME: **13:50** DEST. TIME ENROUTE: **1 Hr. 20 Min.**

ALTERNATE AIRPORT: NONE HOUR OF FUEL: **3:15** INSTRUMENT RATING: YES NONE

FLIGHT PRIORITY: **3-0**

REMARKS SHOW FLIGHT WHICH WILL BE REPORTED WHILE ON INSTRUMENT FLIGHT.

PILOT'S SIGNATURE: **(S) Thomas F. Montell Jr.**

TOWER FREQUENCY: **118.1** RECEIVED: YES NO DEST. TO ALTERNATE: YES NO

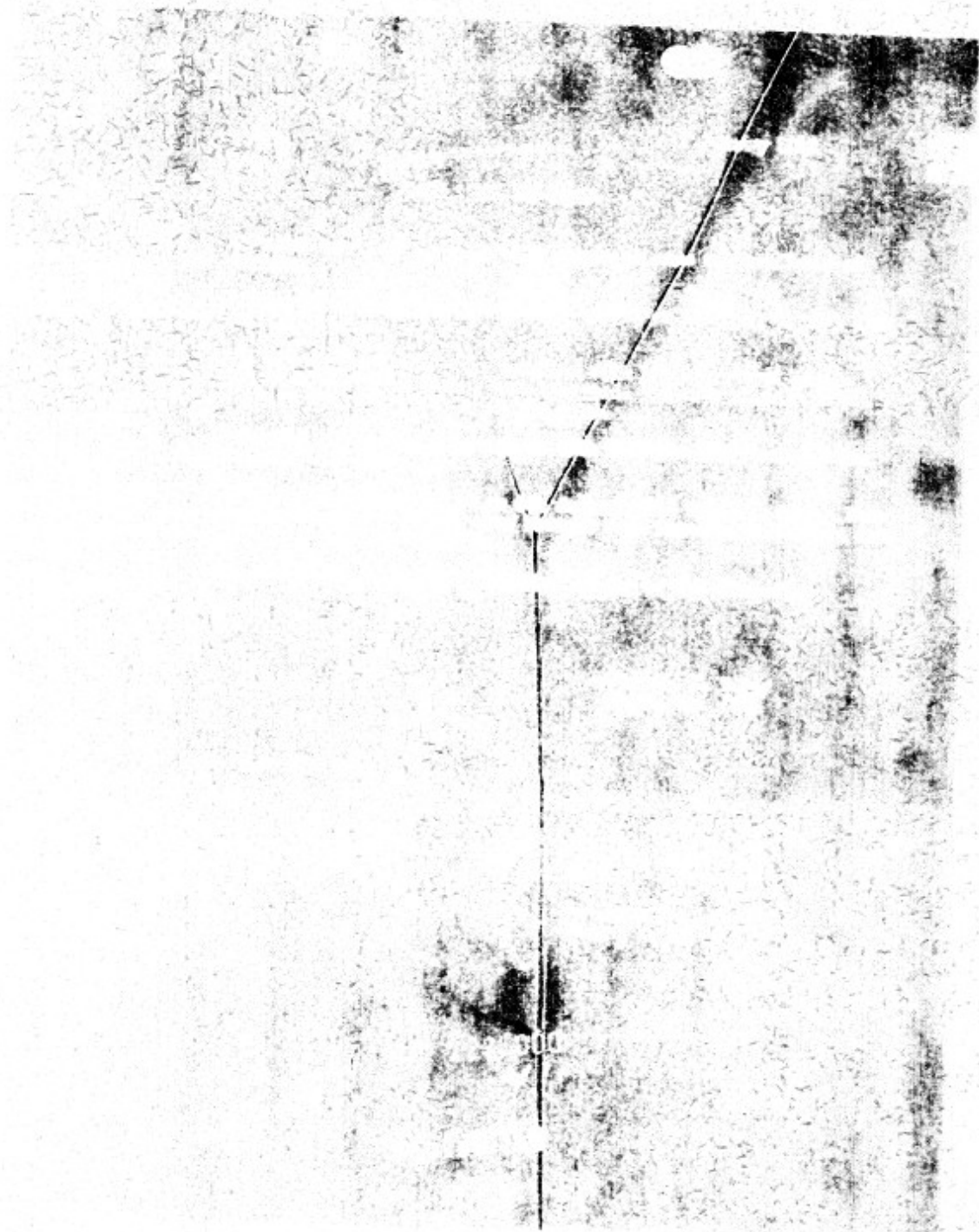
COMMAND PILOT: YES NO SENIOR PILOT: YES NO CONTRACT PILOT OF LARGE AIRCRAFT: YES NO

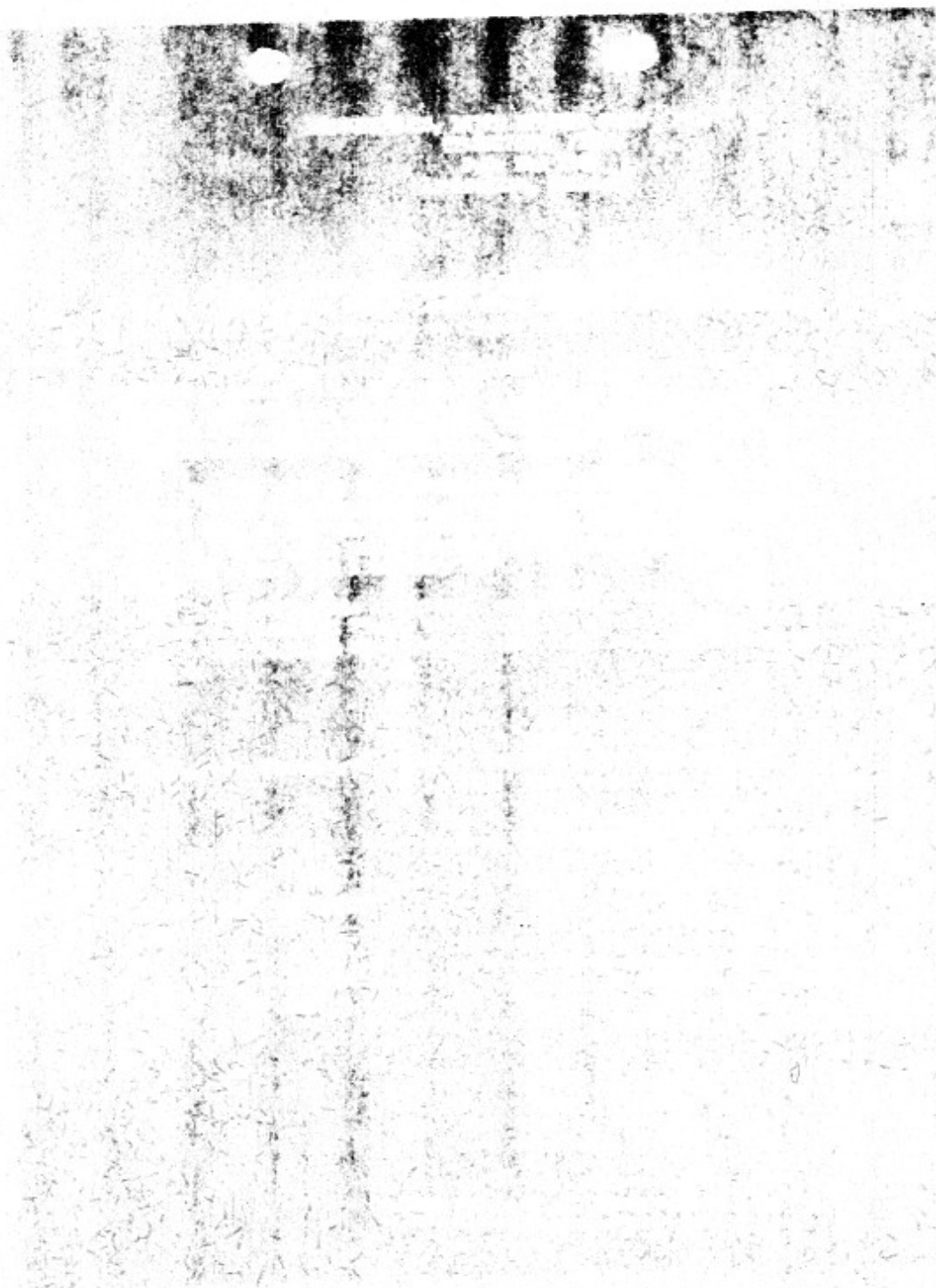
FLIGHT CLEARANCE AUTHORIZATION

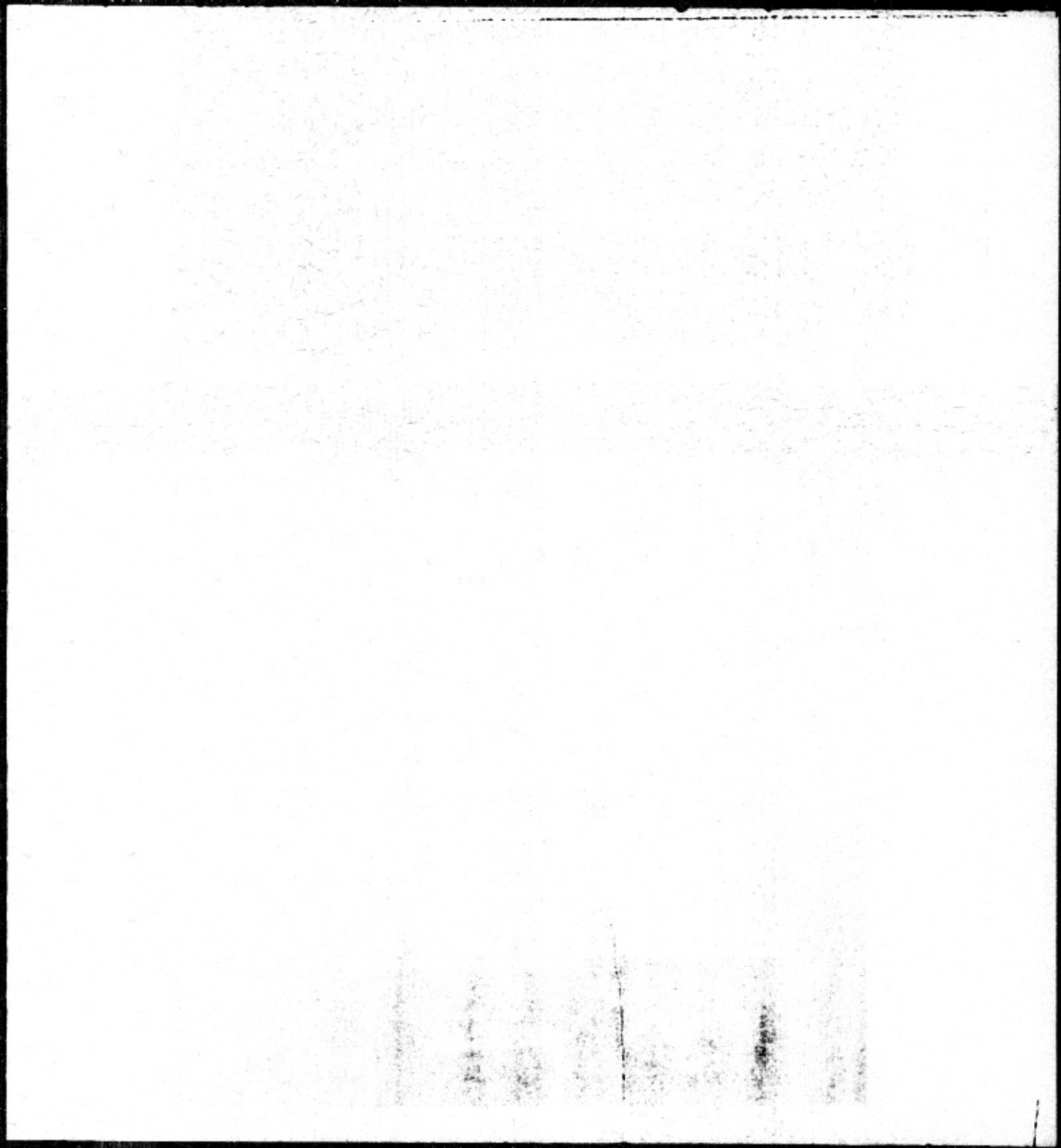
APPROVED TO: **1180** BY: **AC** OPERATIONS IDENTIFICATION NO.:

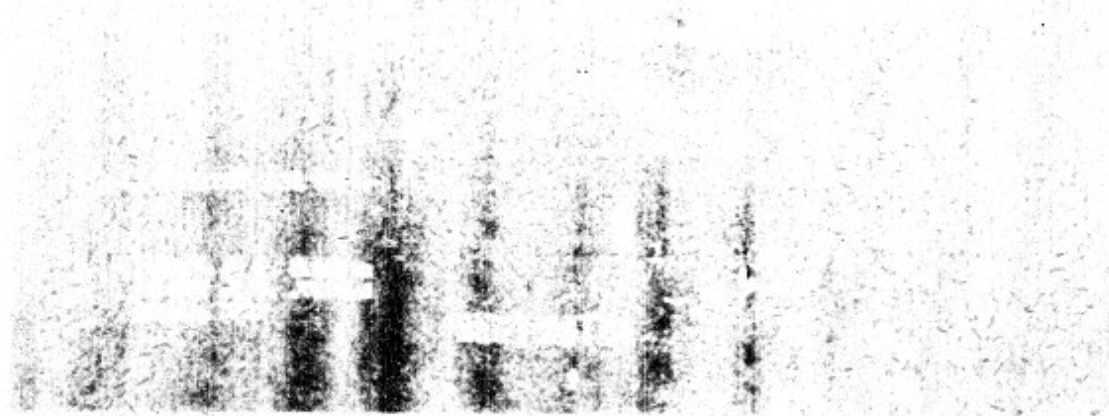
TIME APPROVAL RECEIVED: CONTROL INSTRUCTIONS RECEIVED: **10/17/50**

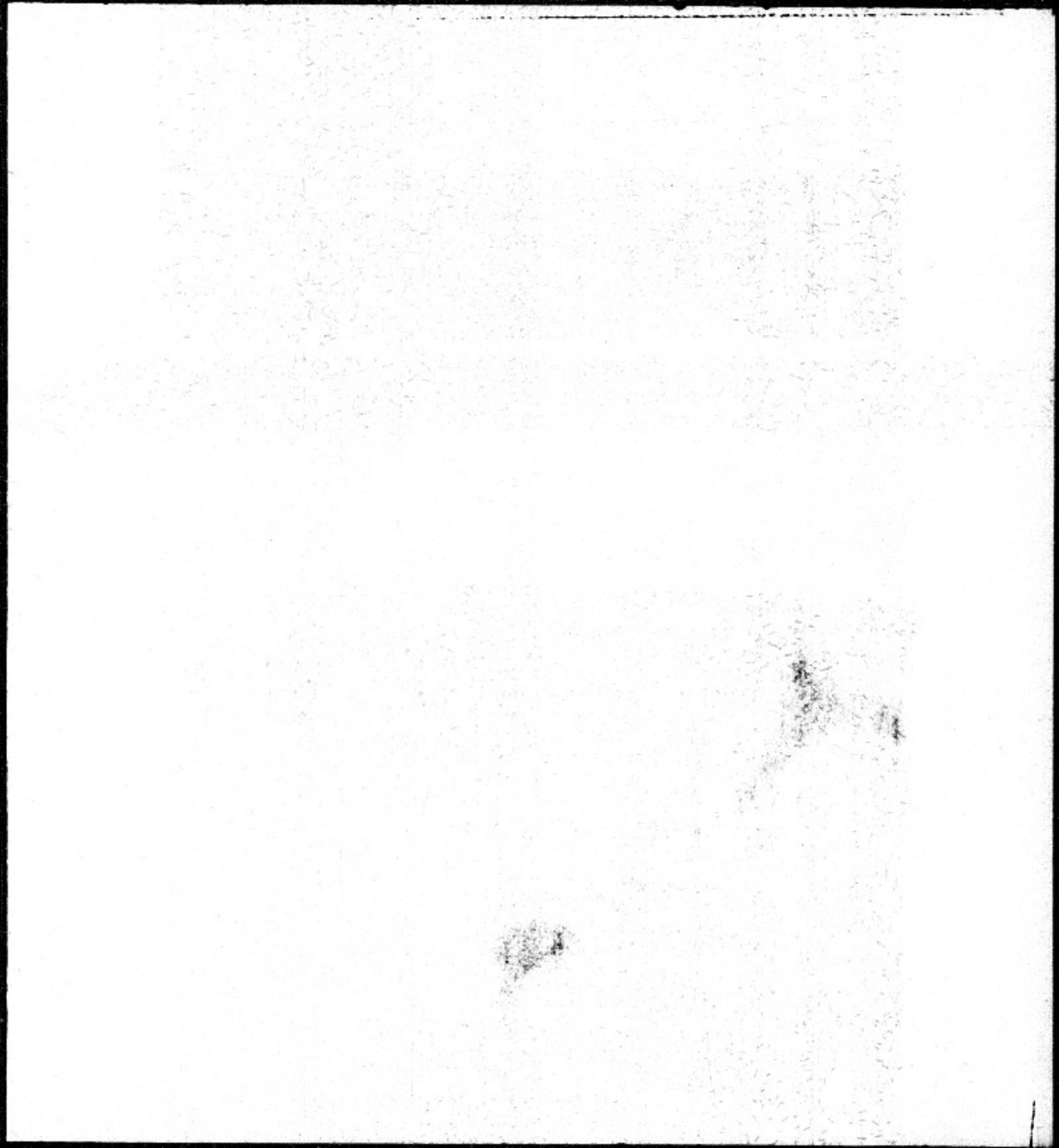
INSTRUCT ONE AND APPROVAL TRANSMITTED TO: **1180** CLEARANCE OFFICER:

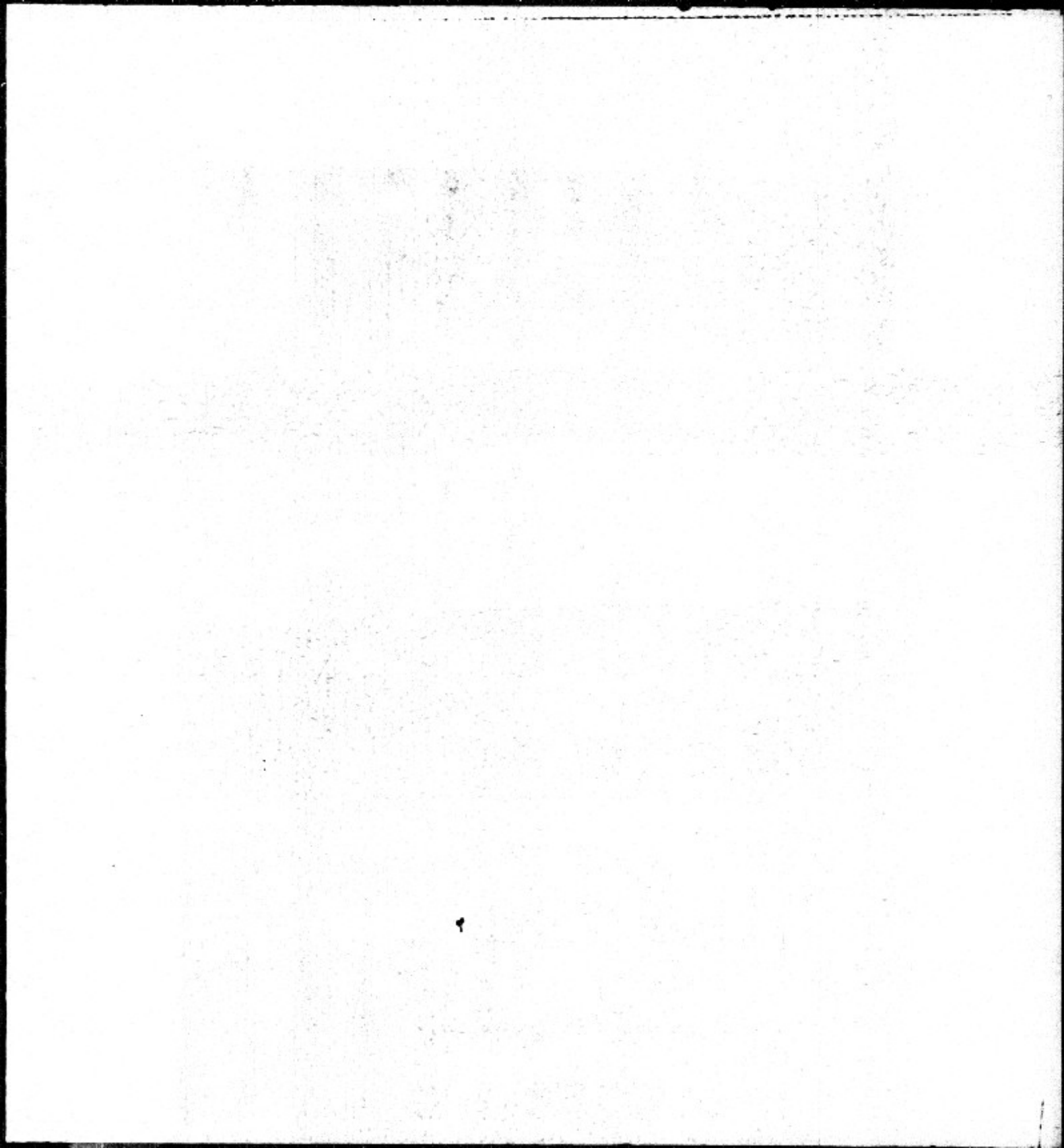












1235000

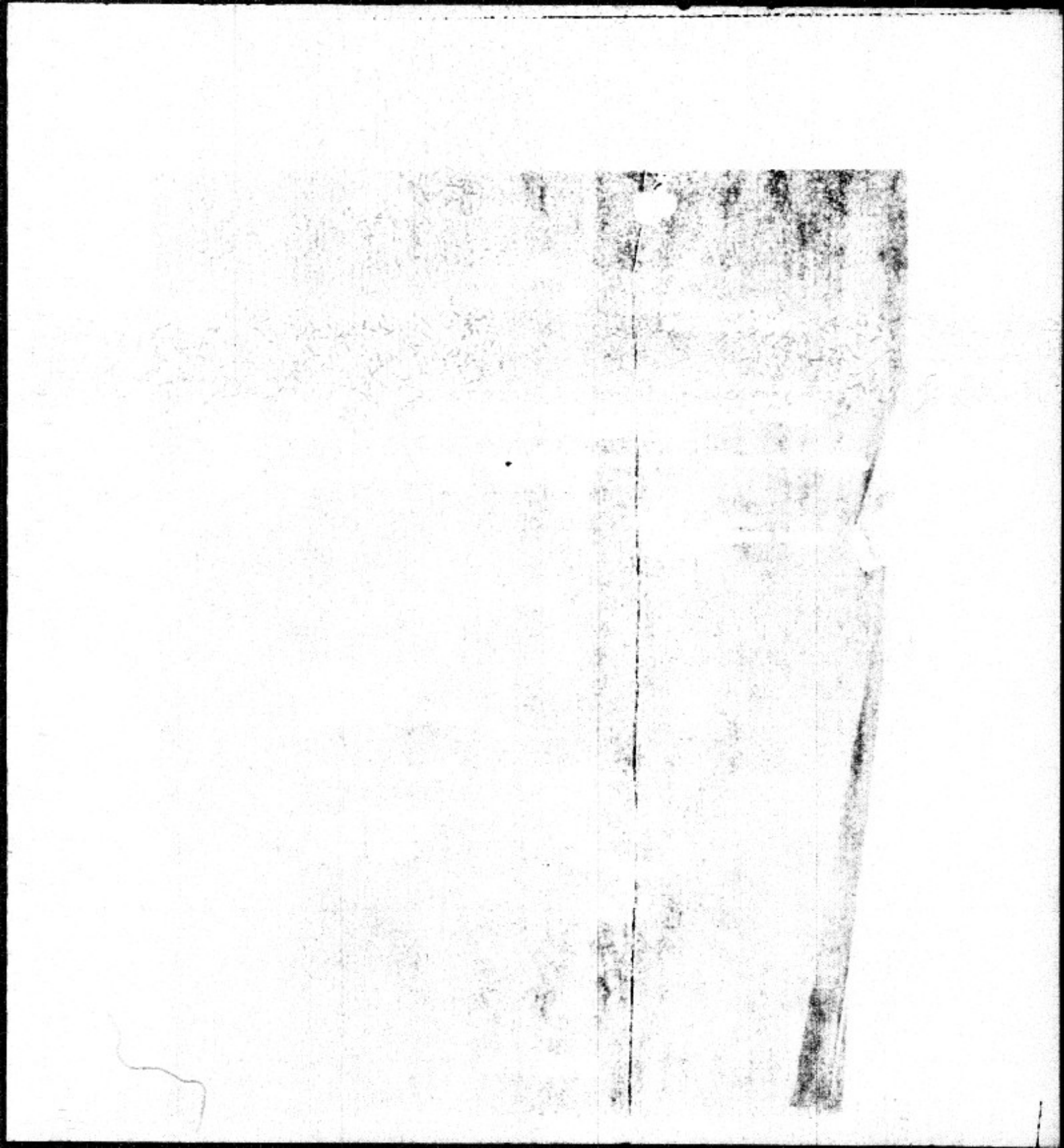
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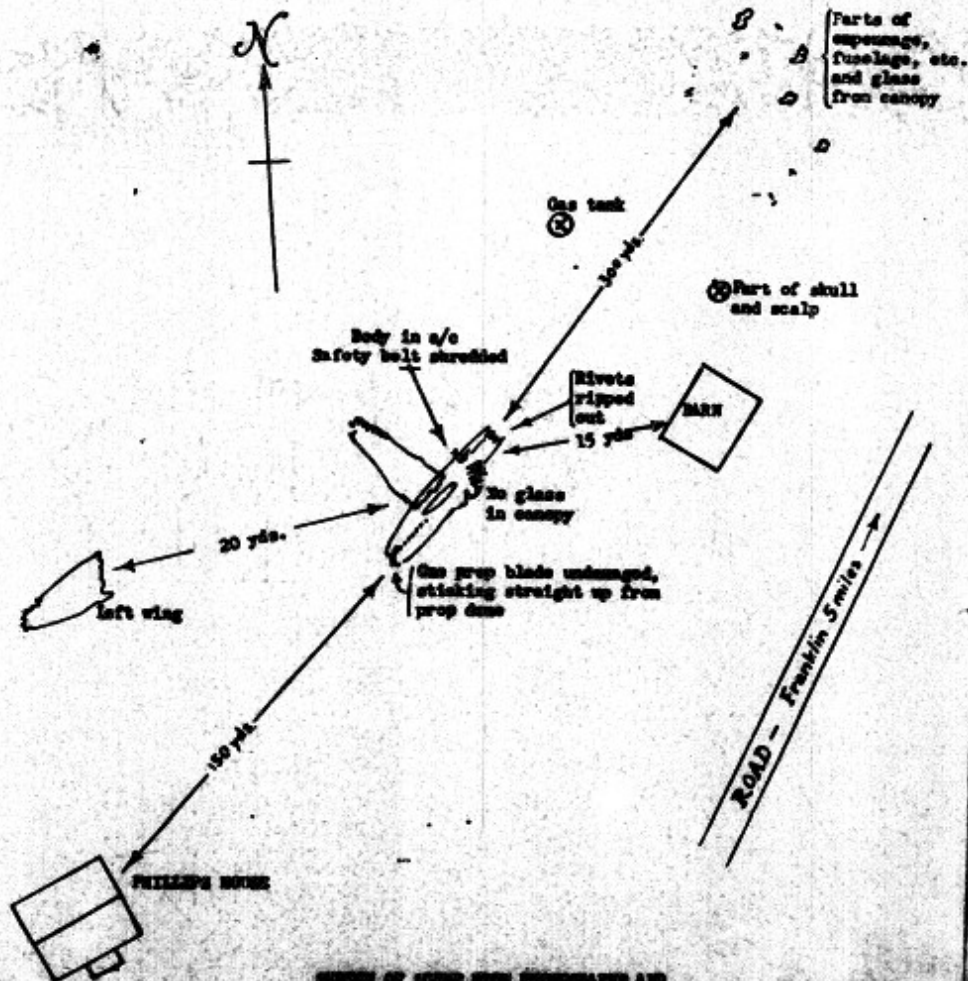
Richard E. Ryan
Richard E. Ryan
Captain US Army

1286000

48-

RESTRICTED





SCENE OF CRASH AND FORESCENE AND
 DESCRIPTION OF OBJECTS AT SCENE

48-1-10

Robert A. ...

HASTO: Str, Office of Senior Air Instructor, Ky Air W, Louisville, KY, SUBJECT:
"Transmittal of WD AF Form 14," Cont'd.

~~Str~~ Ind.

RLM,tld

COMMONWEALTH OF KENTUCKY, MILITARY DEPARTMENT, APO, Frankfort, 29 January 1948.

TO: Commanding General, 11th AF, 1612 S. Cameron Street, Harrisburg, Pa.

Paragraph 2, basic communication, complied with.


ROSCOE L. MURRAY,
Brigadier General, Ky. A.C.,
The Adjutant General.

12 Incls;
n/o

Off of Senior Air Instr, Ky Air W, Louisville, KY
Subject: Transmittal of WD AF Form 14, Cont'd.

DATE: 29 JAN 48

TO: Commanding General, 11th AF, Harrisburg, Pa.

DATE: 29 JAN 48



Transmittal of O-15 Form 100

301
H. A. DEPT. OF THE ARMY, NATIONAL GUARD BUREAU, WASHINGTON, D. C.

THRU: Chief, National Guard Bureau, Washington, D. C.

TO: Chief, Flight Safety Division, United States Air Force, Langley Air Force Base, Virginia

1. The findings of the Aircraft Accident Investigating Board are concurred in at this base.

2. It is suggested that the attention of all pilots under the jurisdiction of this command be called to the findings of this report.

Respectfully,
R. B. Bowers

12 Incls:

CSNGB

4th Ind

Hq., Dept. of the Army, 331 TOA, National Guard Bureau, Washington 25, D. C.
11 Mar 48

THRU: Office of the Air Inspector, United States Air Force, Washington 25, D. C.
ATTN: Major J. C. [unclear]

TO: Chief of Staff, USAF, Office of the Air Inspector, Flight Safety Division, Langley Field, Virginia

The National Guard Bureau concurs with recommendations of the Aircraft Accident Investigating Board and the action taken by the Senior Air Instructor.

FOR THE CHIEF, NATIONAL GUARD BUREAU

J. A. [unclear]
Colonel, USAF

Office of the Air Inspector
Langley Field, Virginia

CONFIDENTIAL

HEADQUARTERS
315TH AF BASE UNIT (R&S TNG)
GODMAN AF BASE, FORT KNOX, KENTUCKY

12 April 1948

SUBJECT: Project "Sign"

TO: Commanding General
Air Materiel Command
Wright-Patterson AF Base
Dayton, Ohio
(ATTN: MCIA)

1. In compliance with letter your Headquarters, dated 9 April 1948, and letter dated 14 January 1948. One copy of requested report is enclosed herewith.

2. Capt. James F. Duesler is no longer a member of this Organization, therefore status of investigation promised Mr. A. C. Loedding by subject officer can not be determined.

Lewis B. Weisold
LEWIS B. WEISOLD
Major, USAF
Commanding

3 Incl

1. cy ltr dtd 1/14/48
subj: Req for Rpt on
Crashed P-51 NG Acft
2. cy ltr dtd 4/9/48
subj: Project "Sign"
3. cy ltr dtd 9/1/48
subj: Report of Observation
Unidentified Object above
Godman Field

CONFIDENTIAL

'Saucer' Cause Of Plane Crash

LOUISVILLE, Ky., Jan. 8 (AP)—The Kentucky National Guard headquarters revealed here today that Capt. Thomas F. Mantell Jr., 25, was killed in a plane explosion near Franklin, Ky., Wednesday while chasing what was believed to be a "flying saucer."

Mantell was one of three Kentucky National Guard officers sent to investigate a reported "flying saucer" in the air near Fort Knox. The object also was reported visible at Hopkinsville, Ky., Nashville, Tenn., and other points in the two states.

Mantell was flying a P-51 National Guard plane which witnesses said apparently exploded in the air and crashed near Franklin.

Capt. R. L. Tyler, Louisville operations officer for the Kentucky Air National Guard with headquarters at Standiford Field, said his investigation into the crash convinced him that Mantell "blacked out" because he reached a height of about 30,000 feet.

He said the plane went into a dive at this time and began to disintegrate at about 15,000 feet because of its great speed. He added that Mantell was chasing some object in the sky.

'Flying Saucer' Seen In State

FORT KNOX, Ky., Jan. 7 (AP)—A "flying saucer" reportedly was seen here Wednesday and Col. Guy F. Hix, commander of Godman Field, sent three airplanes after it, but the "saucer"—if that's what it was—got away, just as did those which

tra's summer ses-on at Churchill Downs.

Praise for the Louisville orchestra has been spread by many of the top-ranking musical figures, instrumental and vocal soloists, who have performed with the organization in its 11 years of playing.

"Don't worry about Louisville," these soloists have been told in New York. "You won't have any trouble with that orchestra."

The Paris concerts, at 7:30 and 8 p.m., will be given under the auspices of the Bourbon County Woman's Club. At the afternoon concert, the children of Bourbon county will be guests of Paris businessmen who have helped guarantee the orchestra's appearances,

occasioned all sorts of tales last year.

Col. Hix said the saucer became visible here about 2 p. m. "It was to the south and near the sun, very white and looked like an umbrella," he elaborated.

Three National Guard planes happened to be circling overhead at the time, so the colonel said he radioed the craft to give chase. But a few minutes later the pilots radioed back the saucer was too high and going too fast for them to catch.

The Army officer said he watched the saucer through powerful binoculars, and that from an observation tower it appeared motionless.

"I thought it was a celestial body, but I can't account for the fact it didn't move. I just don't know what it was."

Dr. Walter L. Moore of the University of Louisville said the planet Venus was near the sun at the time the saucer was reported seen.

Thursday Aft

CONFIDENTIAL

UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-5 AF BASE UNIT (103D AACB SQ)
Godman Field, Fort Knox, Ky

9 January 1948

STATEMENT OF T SGT QUINTON A BLACKWELL

I, T Sgt Quinton A Blackwell, AF18152475, was on duty as chief operator in the Control Tower at Godman Field, Ky. on the afternoon of 7 January 1948. Up until 1315 or 1320 matters were routine. At approximately that time I received a telephone call from Sgt Cook, Col Hix's office, stating that according to Ft Knox Military Police and "E" Town state police, a large circular object from 250 to 300 ft in diameter over Mansville, Ky. and requested I check with Army Flight Service to see if any unusual type aircraft was in that vicinity. Flight Service advised negative on the aircraft and took the other info, requesting our CO verify the story. Shortly afterward Flight Service gave Godman Tower positions on an object over Irvington, Ky. then Owensboro, Ky. of about the same size and description. About 1345 or 1350 I sighted an object in the sky to the South of Godman Field. As I wanted verification, I called my Detachment Commander, 1st Lt Orner, to the Tower. After he had sighted the object, he called for the Operations Officer, Capt Carter, over the teletalk box from the Traffic Desk. He came up stairs immediately, and looked at the object through the field glasses in the Tower. He then called for the CO, Col Hix. He came to the tower about 1420 (appx) and sighted the object immediately. About 1430 to 1440 a flight of four P-51's approached Godman Field from the South, enroute from Marietta, Ga. to Standiford Field, Ky. As they passed over the tower I called them on "B" channel, VHF and asked the flight leader, NG 869, if he had enough gas and if so, would he mind trying to identify an object in the sky to the South of Godman Field. He replied in the affirmative and made a right turn around with two planes and proceeded South from Godman Field. The fourth plane proceeded on to Standiford Field alone. The three ship formation proceeded South on a heading of 210°, climbing steadily. About 1445 the flight leader, NG 869, reported seeing the object "ahead and above, I'm still climbing". To which a wing man retorted, "What the hell are we looking for?" The leader reported at 15,000 ft that "The object is directly ahead of and above me now, moving about half my speed". When asked for a description he replied, "It appears metallic object of tremendous size". At 15,000 ft, the flight leader reported, "I'm still climbing, the object is above and ahead of me moving at about my speed or faster, I'm trying to close in for a better look. This last contact was at about 1515. About 5 min. afterward, the other two ships in the flight turned back. As they passed over Godman NG 800 reported "It appears like the reflection of sunlight on an airplane canopy". Shortly afterward, the same pilot and plane took off from Standiford and resumed the search. He went to 33,000 ft. one hundred miles South and did not sight anything. I left the Control Tower shortly afterward.

RESTRICTED
HEADQUARTERS
AIR TRANSPORT COMMAND
WASHINGTON 25, D. C.
OFFICE OF AC/S, A-2

15 January 1948

SUBJECT: Report of Unusual Incident

TO: Commanding General
Air Materiel Command
Wright Field, Dayton, Ohio
ATTN: T-2

1. Transmitted herewith is a report of an unusual incident, forwarded to this office by the Air Transport Command, Flight Service Center, Wright Field, Dayton, Ohio.

2. Subject report is forwarded for your information due to the possibility that a copy may not have been furnished your office by the Unit referred to in par. 1.

1 Incl
as above

James F. Brady
JAMES F. BRADY
Lt. Col., USAF
Assistant Chief of Staff,
A-2

RESTRICTED

REPORT OF UNUSUAL INCIDENT

At approximately 1400E, 7 January 1948, Kentucky State Police reported to Ft Knox Military Police they had sighted an unusual aircraft or object flying through air, circular in appearance approximately 250 - 300 feet in diameter, moving westward at "a pretty good clip." This in turn was reported to the Commanding Officer, Godman Field, Ft Knox, Kentucky, who called Godman Tower and asked them to have Flight Service check with Flight Test at Wright Field to see if they had any experimental aircraft in that area.

Captain Hooper at Flight Test Operations stated, "We have no experimental aircraft in that area, however we do have a B-29 and an A-26 on photo missions in that area." This information was relayed to Godman Tower by dispatcher on duty and a verification on report was asked for.

Godman Tower later called back and stated first report was by radio to Ft Knox Military Police and followed by telephone call to same from State Police.

Information on P-51's and further reports are reported as follows by Captain Arthur T. Jehli, Supervisor of the 1600E - 2400E shift.

"When the 1600E - 2400E shift reported for duty we were advised that a "disc", or balloon, or some strange object was seen hovering in the vicinity of Godman Field. This object was seen by the Commanding Officer and Operations Officer of Godman Field who advised that they would attempt to send aircraft to ascertain the size and shape of the object.

"At this time there was a flight of 4 P51's enroute from Marietta, Georgia to Standiford Field, Louisville, Kentucky. The lead ship was NG 3869, pilot Mantell. The Commanding Officer, Godman Field contacted this pilot and requested that he investigate the object overhead.

"One of the ships of the formation, NG 336 pilot Hendrichs, landed at Standiford Field. The 3 other aircraft started to climb toward the object.

"At 22,000 feet pilot Hammond, NG 737, advised Clements, NG 800, that he had no oxygen equipment. Both pilots then returned to Standiford Field; pilot Mantell, NG 3869, continued climbing.

"Pilot Clements, NG 800, refueled and went back up to 32,000 feet but did not see either the strange object or the aircraft NG 3869 again, and so returned to Standiford Field.

"At 1750E, Standiford Field advised that NG 3869, pilot Mantell, crashed 5 miles SW Franklin, Kentucky at approximately 1615C.

"We then sent an arrival of 1500C for the 3 aircraft, NG 336, NG 737, and NG 800, also notified Maxwell Flight Service Center that NG 3869 had crashed.

RESTRICTED

Inc # 33

"Maxwell Flight Service Center made a long distance call to Franklin, Kentucky and spoke to police officer Joe Walker, who took charge at the scene of the accident.

"Officer Walker stated that when he arrived the pilots body had been removed from the aircraft. Upon questioning eye witnesses, Officer Walker learned that the aircraft had exploded in the air before it hit the ground, but, that the aircraft did not burn upon contact with the ground.

"The wreckage was scattered over an area of about one mile, and at that time the tail section, one wing, and the propeller had not been located.

"Lt Tyler, Operations Officer at Standiford Field, departed Standiford Field for Bolling Green, Kentucky in NG 8101 to investigate the accident - Also at our suggestion an investigation party and Military Police were dispatched from Godman Field to the scene.

"So much for the accident - now hold on to your hat!

"Godman Tower again contacted us to report that there was a large light in the sky in the approximate position of the object seen earlier. Then Lockbourne Tower and Clinton County Tower advised a great ball of light was traveling southwest across the sky.

"We then contacted Olmsted Flight Service Center and gave them all the information available to deliver to the Air Defense Command at Mitchel Field, Hempstead, New York.

"Later we received a call from St Louis Tower advising that a great ball of light was passing directly over the field - Scott Tower also verified this.

"We then received a call from Air Defense Command through Olmsted Flight Service Center advising us to alert Coffeyville, Kansas, Ft Smith, Arkansas, and Kansas City, Missouri, and that they had plotted the object as moving WSW at 250 miles per hour.

"We then received information from Maxwell Flight Service Center that a Dr. Seyfert, an astronomer at Vanderbilt University, had spotted an object SSE of Nashville, Tennessee that he identified as a pear shaped balloon with cables and a basket attached, moving first SSE, then W, at a speed of 10 miles per hour at 25,000 feet. This was observed between 1630C and 1645C.

"Olmsted Flight Service Center then advised us to instruct Godman Field to forward a complete report of the whole incident to Air Defense Command at Mitchel Field, Hempstead, New York as soon as possible.

"The Military Police at the scene of the accident called back and advised Godman Field that someone at Madisonville, Kentucky had observed, through a Finch telescope an object described as cone shaped, 100 feet from top to bottom, 13 feet across, and 4 miles high proceeding SW at 10 miles per hour.

Inc # 339

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Inc # 93

"All this time the weather observer at Godman Field was spotting the object with a Theodolite and keeping a record of times, elevations and azimuths.

V "St Louis ATC advised of an article printed in the "Edwardsville Intelligencer", Edwardsville, Illinois, describing an object, over the town at 0720C, of aluminum appearance without apparent wings or control surfaces which was moving southwest. This object remained visible for about 30 minutes. This article went on to describe the amazement and wondering of the editor regarding this object - and you can bet that he was no more confused than I am at this moment."

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-5 AF BASE UNIT (10SD AACCS SQ)
Godman Field, Fort Knox, Ky.

9 January 1948

STATEMENT OF PFC STANLEY OLIVER

I, Pfc Stanley Oliver, was on duty in the Control Tower at Godman Field on the afternoon of 7 January 1948. When first heard of the object in the sky about 1320 CST, we received a phone call from Colonel Hix's office that a large object was sighted at Mansville, Kentucky, the supposed object was supposed to be about 250 feet to 300 feet in diameter at 1330 CST or more.

Sgt Blackwell sighted an object to the southwest of Godman Field and he asked me if I saw it. I saw the object but thought I was imagining I saw it and Sgt Blackwell told me to look again. This time I was really sure I saw an object and then we called Lt Orner, who came to the Control Tower and he too saw the object. Lt Orner then called Captain Carter who, after coming to the Control Tower, also saw this object. Captain Carter called Colonel Hix who came to the Control Tower and he too saw the object. We all then attempted to figure out just what it could be and to me it had the resemblance of an ice cream cone topped with red.

At or about 1445 CST we sighted five (5) P-51 aircraft coming on from the southwest and as they came over the Control Tower someone suggested contacting the aircraft. Sgt Blackwell contacted them on "5" channel (VEF) and aircraft acknowledged his call. Someone suggested they try to overtake the object and we requested the planes to try and the flight leader stated he would. The call sign of this ship was NG869. They turned around and started toward the southwest again. One pilot in the formation told the flight leader that he would like to continue on to Louisville with the flight leader giving his permission to do so. We kept in contact with the flight leader for about twenty-five (25) minutes. The last contact we had with the flight leader was when one of his wingmen called and said "what the hell are we looking for". Flight leader stated he had the object in sight and he was going up to see what it was. He said at present he was at 15000 feet and was still climbing. Those were the last words I believe we heard from him. Other pilots in the formation tried to contact him but to no avail.

In about another ten or fifteen minutes another P-51 took off from Standiford Field to look for the object. He gave me a call and asked if we still had the object in sight. He was told that at present the object was behind a cloud formation but he said he would try and locate it and in the meantime he tried contacting his flight leader but was unable to do so. He then reported he was unable to see the object and was coming back in when he came over the Control Tower.

I received a call from Standiford Operations that the plane had crashed and the pilot was killed at Franklin, Kentucky. He then sighted

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Doc 336

STATEMENT OF PFC STANLEY OLIVER (Cont'd)

the object again and to my belief the object was a great distance from
Godman Field and it was so far I couldn't tell if it was moving or not.

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HEADQUARTERS
315TH AF BASE UNIT (RES ING)
OFFICE OF THE AIR INSPECTOR
GODMAN FIELD, FORT KNOX, KENTUCKY

A/GWA/mag

373.2

9 January 1948

SUBJECT: Report of Observation of Unidentified Object
in Skies Above Godman Field

TO: Commanding General
Eleventh Air Force
1612 South Cameron Street
Harrisburg, Pennsylvania
ATTENTION: Lt. Col. Chandler PIO Section

1. The inclosed certifications are of personnel from Godman Field who witnessed the object in the southwestern sky from Godman Field on 8 January 1948, with additional information concerning the loss of a P-51, (N0069).

2. Standiford Tower, Standiford Field, Louisville, Ky., reported that two aircraft of an unspecified type were taking off from Standiford at approximately 1500 hrs. and would be directed to proceed to Godman to assist in determining a definite status of the reported object. These aircraft did not appear. Another flight composed of four P-51's flew directly over Godman Tower at approximately 1500 hrs., at which time they were asked their identification. Upon being informed that they were National Guard aircraft from Standiford Field, and upon their replying in the affirmative that sufficient gas was available, they were asked if they would deviate from their course to assist in determining the nature of the object. Their ETA for the flight to Standiford was changed at that time.

3. The object, as it appeared to the undersigned, was circular in shape and, if it was a great distance away, was 1/10th the size of a full moon. If it was an earthy object, the size, as compared to the diminishing size of the P-51's flying toward it, seemed to be at least several hundred feet in diameter.

6 Incl
1. Statement
 W.C. Stanley Oliver
2. Statement
 T.Sgt. G.A. Maxwell

A. GARRISON WOOD
Lt. Colonel, USAF
Air Inspector

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3. Statement Capt. Gary W. Carter
4. Statement Capt. James F. Duesler, Jr.
5. Statement Col. Guy F. Hix, Commanding Officer
6. Statement Lt Orner

373-2

1st Ind

A/GPH/hmg

HQ 315TH AF BASE UNIT (RES TND), Godman Field, Ft. Knox, Ky. 9 Jan 48

TO: Commanding General, Eleventh Air Force, 1612 South Cameron Street
Harrisburg, Pennsylvania

ATTENTION: Lt. Col. Chandler, PIO Section

1. Forwarded in accordance with telephone instructions, your office, this date.
2. A Mr. Loedding, civilian investigator for the Intelligence Division, Department of the Air Force, assigned to Wright Field, Ohio, arrived at this headquarters, this date, and made a thorough investigation of the matters listed in basic letter.
3. After obtaining statements and full information on the matter, he issued instructions that no reports on the subject would be made until further notice was given.
4. This report, however, is forwarded in compliance with your instructions.

6 Incls
n/s

GUY F. HIX
Colonel, USAF
Commanding

"CERTIFIED A TRUE COPY"

JAMES F. DUESLER, JR.
CAPTAIN, USAF

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HEADQUARTERS
315TH AF BASE UNIT (RKS TWS)
GODMAN FIELD, FORT KNOX, KENTUCKY

A/sgt

9 January 1948

The undersigned was on duty at Godman Field 7 Jan 48 as Operations Officer.

At approximately 1400 hours and 7 minutes, 7 Jan 48 I received a call from Lt. Orner, AAGS Detachment Commander, that the Tower had spotted an unidentified object and requested that I take a look. Lt. Orner pointed out the object to the southwest, which was easily discernible with the naked eye. The object appeared round and white (whiter than the clouds that passed in front of it) and could be seen through cirrus clouds. After looking through field glasses for approximately 3 or 4 minutes I called Co. Hix's office, advising that office of the object's presence. Lt. Col. Wood and Capt. Dussler came to the tower immediately. Col Hix followed them.

About this time a flight of four P-51 aircraft were noticed approaching from the south. I asked Tec. Sgt. Blackwell, Tower Operator, to contact the planes and see if they would take a look at the object for us. The planes were contacted and stated they had sufficient gas to take a look. One of the planes proceeded on to Staniford, the other planes were given a heading of 230°. One of the planes said he spotted the object at 1200 o'clock and was climbing toward it. One of the planes then said, "This is 15,000 ft., let's level out". One of the planes, at this point (assuming the plane who saw the subject) estimated its speed (the object's) at 1800 P.H. A few seconds later he stated the object was going up and forward as fast as he was. He stated that he was going to 20,000 feet, and if no closer was going to abandon the chase. This was the last radio contact I heard. It was impossible to identify which plane was doing the talking in the above report. Later we heard that one plane had landed at Staniford to get fuel and oxygen to resume the search.

The undersigned reported to Flight Service a description, position of the object while the planes searched for it.

"CONFIDENTIAL A TIRE COPY"

JAMES F. DUNN, JR.
CAPTAIN, USAF

/s/ Gary H. Carter
GARY H. CARTER
Captain, USAF

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UNITED STATES AIR FORCE
AIRWAYS AND AIR COMMUNICATIONS SERVICE, ATC
DETACHMENT 733-5 AF BASE UNIT (103D AACCS SQ)
Godman Field, Fort Knox, Ky

inc 33a

9 January 1948

STATEMENT OF LT PAUL I ORNER

Following is an account of the sighting of unknown objects from the Control Tower on 7 January 1948 at Godman Field:

On the above date at approximately 1400 CST a report came in to the Control Tower through K Sgt Cook of a report of an unidentified object flying at terrific speed in the vicinity of Maysville. This call was cancelled minutes later by the Military Police at Fort Knox who had instructions from the Kentucky State Police.

Very soon thereafter several reports of the same nature came from Flight Service saying this object was over Irvington and Owensboro, Kentucky. At the same time an object was reported by T Sgt Blackwell, Chief Control Tower operator on duty. I was in the office of the Commanding Officer checking the call from the Fort Knox Military Police at this time. When the call was cancelled I was returning to the Control Tower to see the object sighted by them. I immediately went to the Control Tower and saw a small white object in the southwest sky. This object appeared stationary. I was unable to tell if it was an object radiating its own light or giving off reflected light. Through binoculars it partially appeared as a parachute does with bright sun shining on the top of the silk but there also seemed to be some red light around the lower of it.

The Commanding Officer, Operations Officer, S-2 and Executive Officer were called immediately. Several minutes after the object was sighted a flight of four (4) P-51's came over the field from the south. I instructed T Sgt Blackwell to call flight leader and ask if they had seen any evidence of this object. The flight leader answered negative and I suggested to the Operations Officer that we ask them if they had enough gas to go look for this object. The Tower operator was instructed to call the flight leader and he answered "yes" to this question. One (1) P-51 had permission from the flight leader to break formation and continue where he landed several minutes later on their original flight plan. The flight leader and two (2) other planes flew a course of 210° and in about five (5) minutes sighted the object. At first the flight leader reported it high and about one-half his speed at "12 o'clock". Shortly thereafter the flight leader reported it at about his speed and later said he was closing in to take a good look. This was the last message from NGS69, the flight leader. NGS00 shortly thereafter reported NGS69 disappeared. From pilots reports in the formation NGS69 was high and ahead of the wing man at about 1515 CST to 1530 CST when he disappeared. NGS00 said he was breaking off with other wing man to return to Standiford Field due to lack of gas. This was about 1525 CST to 1530 CST. From messages transmitted by the formation it was estimated the flight leader was at 15 to 20 thousand feet and the wing man at approximately 15 thousand feet wide formation when the flight leader NGS69 disappeared. NGS00 and other wing man returned to Standiford Field.

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June 93a

STATEMENT OF LT PAUL I. ORNER (cont'd)

NG800 gassed up and got more oxygen and flew a second mission on the same heading of 210° to a position of about 100 miles south of Godman Field to an altitude of 33 thousand feet and did not sight the object. At about 1845 CST when NG800 reported not seeing the object I left the Control Tower.

At about 1735 CST I returned to the Control Tower and a bright light different than a star at a position of about 240° azimuth and 8° elevation from the Control Tower. This was a round object. It seemed to have a dark spot in the center and the object moved north and disappeared from the horizon at a point 250° from the Tower. The unusual fact about this object was the fact that it remained visible and glowed through the haze near the Earth when no other stars were visible and did not disappear until it went below the level of the Earth in a manner similar to the sun or moon setting. This object was viewed and tracked with the Weather Station theodolite from the hangar roof.

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HEADQUARTERS
315TH AF BOMB UNIT (RES TRG)
GODMAN FIELD, FORT KNOX, KENTUCKY

A/ing

9 January 1948

At approximately 1300 hrs. a call came to this Headquarters from State Police, reporting a flying object near Elizabethtown. Another report came in from Madisonville about ten minutes later. A third call came in from Lexington, Kentucky. (All these towns are south of Godman Field).

We alerted the Tower to be on the lookout for flying objects. At 1445 hrs. the Tower notified me that an object had been sighted at about 215°. I went to the Tower and observed the object until 1550 hrs., when it disappeared behind the clouds.

The object observed could be plainly seen with the naked eye, and appeared to be about one-quarter the size of a full moon, white in color. Through eight-power binoculars, the object seemed to have a red border at the bottom, at times, and a red border at the top at times. It remained stationary for 1½ hours.

When I arrived in the Tower, Tech. Sgt. Quinston Blackwell had contacted three P-51 airplanes over the field and suggested that they have a look if they had sufficient fuel. When I arrived, they were within sight of the Tower, headed on a course of 215°.

I heard one of the pilots report that he saw the object straight ahead and estimated the speed of 180 M.P.H. The pilot stated that the object was very large and very bright.

/s/ Guy F. Nix
GUY F. NIX
Colonel, USAF
Commanding

"CERTIFIED A TRUE COPY"

JAMES F. DUNELER, JR.
CAPTAIN, USAF

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15TH AF BASE UNIT (MSS TSB)
GODMAN FIELD, FORT MEADE, KENTUCKY

A/mg

9 January 1948

At approximately 1420, 7 Jan 48, I accompanied Lt. Col. H.S. Wood to the Godman Field Control Tower to observe "an object hanging high in the sky south of Godman".

Shortly after reaching the tower, Col. Guy F. Mix, Commanding Officer, was summoned; it was at that time that I first sighted the bright silver object.

Approximately five minutes after Col. Mix came into the tower, a flight of four P-51's flew over Godman. An officer in the tower requested that the Tower Operator call this flight and ask the Flight Leader to investigate this object if he had sufficient fuel. The Flight Leader (Capt. Thomas F. Muttell) answered that he would, and requested a bearing to this object. At that time one member of the flight informed the leader that it was time for him to land and broke off from the formation. This A/C was heard requesting landing instructions from his home field, Standiford, in Louisville,

In the meantime the remaining three P-51's were climbing on the course given to them by Godman Tower towards this object that still appeared stationary. The Tower then advised the Flight Leader to correct his course 5 degrees to the left; the Flight Leader acknowledged this correction and also reported his position at 7,500 feet and climbing. Immediately following the Flight Leader's transmission, another member of the flight asked "Where in the hell are we going?" In a few minutes the Flight Leader called out an object "twelve o'clock high". Asked to describe this object, he said that it was bright and that it was climbing away from him. When asked about its speed, the Flight Leader stated it was going about half his speed, approximately 180 M.P.H.

Those of us in the Tower lost sight of the flight, but could still see this object. Shortly after the last transmission, the Flight Leader said he was at 18,000 ft. and still climbing after "it", but that he judged its speed to be the same as his. At that time a member of the flight called to the leader and requested that he "level off", but we heard no reply from the leader. That was the last message received from any member of the flight by Godman Tower.

"CERTIFIED A TRUE COPY"

JAMES F. DUNBAR, JR.
CAPTAIN, USAF

/s/ James F. Dunbar, Jr.
JAMES F. DUNBAR, JR.
Captain, USAF

CONFIDENTIAL

WIRE NEWS

Flying Saucers **Again Reported** **Over Kentucky**

Fort Knox, Ky., Jan. 7 (AP).—Flying saucers are said to be sailing Kentucky skies again.

The object spotted early this afternoon by Col. Guy F. Hix, commander of Godman Field here, was chased by National Guard planes and followed from the ground by State highway patrolmen.

He radioed three National Guard planes to follow the object and the pilots reported later they were 20,000 feet high and the saucer was still above them. They estimated its speed at about 180 miles per hour.

Highway patrol headquarters at Elizabethtown also reported receiving calls from cruisers whose occupants said the disk resembled an "ice cream cone with a little fire at the bottom."

WASH POST - Jan 8 1947

DAYTON
DAILY
NEWS
JAN 9 1948
ACTION
DATE:
JAN. 7, 1948



CHASES FLYING SAUCERS—DIE!—Louisville, Ky., Jan. 9.—National Guard headquarters reported Capt. Thomas F. Mantell Jr., 25, was killed when his plane crashed while he was chasing what was reported to be a flying saucer. Mantell was an air hero during the allied invasion of Normandy. (AP Wirephoto)

Incident # 33

Incident # 34

SECRET

T-5335-1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **34**
2. Time **5:30 a. m. - shortly before dawn**
3. Location **14 miles North of Dauphin, Manitoba, Canada**
4. Name of observer **Judge Kenney**
5. Occupation of observer **Judge**
6. Address of observer **H/S**
7. Place of observation **Car on route to Winnipegosis (14 miles N of Dauphin)**
8. Number of objects **1**
9. Distance of object from observer **Could not be estimated**
10. Time in sight **3 seconds**
11. Altitude **Could not be estimated**
12. Speed **Moderate**
13. Direction of flight **From West to East**
14. Tactics **H/S**
15. Sound **No noise**
16. Size **Grew from size of large grapefruit to size of large football**
17. Color **H/S - altho blue light observed at the explosion stage**
18. Shape **H/S**
19. Odor detected **H/S**
20. Apparent construction **H/S**
21. Exhaust trails **None**
22. Weather conditions **CAW**
23. Effect on clouds **H/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Exploded like a sky-rocket**
26. Remarks: **(over)**

SECRET

T-5335-1

SECRET

On 13 Oct 47, at approx 5:30 a. m., Judge Hesney in the company of C. D. Bates were traveling via a closed car north on highway to Winnipegosis about 14 miles north of Daphin. Dawn had not yet broken. Sky to the northwest clear with stars visible. Object first observed traveling from west to east. When first noticed it was about the size of a large grapefruit which increased in size to that of a large football. Object in view approx 3 seconds and moved eastward horizontally to the earth at meteoric speed. At first thought to be aircraft light but it kept getting closer to earth. Slightly west of due north at estimated elevation 10° it exploded throwing a brilliant reddish tinged cone of fire forward & downward. No noise heard. At the time of the explosion, Mr Bates commented to Judge Hesney that there must have been terrific heat from the object to give it such a bluish tinge. No tail on the object. When it exploded fragments were thrown forward & downward giving off bluish light.

NOTE: A group consisting of Mr. A. K. Wickson, Mr. V.E. Morley (graduate of the CIT jet propulsion course) both of the Guided Missile Section of the Defense Research Board, Lt Col W. B. Wilcott, AECIO f/Wright Fld and Dr. J. K. Roulsen assumed the object to be a meteor in that the 10° elevation at first seen together with terrific speed observed would place the object in the stratosphere to be seen by the several groups who witnessed the phenomena.

SECRET

(**SECRET**)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **34A**
2. Time **5:30 - 5:45 A. M.**
3. Location **14 miles north of Dauphin, Manitoba, Canada on highway to Winnipegosis**
4. Name of observer **C. D. Bates**
5. Occupation of observer **Mgr Govn Liquor ^{Off} Store, Dauphin, Manitoba, Can.**
6. Address of observer **Govn Liquor Office, Dauphin, Manitoba, Can**
7. Place of observation **Closed car 14 miles N of Dauphin**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **Approx 3 seconds**
11. Altitude **N/S**
12. Speed **that of meteor or falling star**
13. Direction of flight **NW to SE**
14. Tactics **N/S**
15. Sound **No noise**
16. Size **When first observed: size of first magnitude star which grew ~~immediately~~**
17. Color **blue ball of fire**
18. Shape **ball**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **None**
22. Weather conditions **Clear -**
23. Effect on clouds **N/S - no clouds**
24. Sketches or photographs **None**
25. Manner of disappearance **Exploded like a skyrocket**
26. Remarks: **(over)**

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On 13 Oct 47 at 5:30 - 5:45 A. M., Mr. C. D. Bates in the company of Judge Heaney were proceeding north on the highway to Winnipegosis some 14 miles north of Dauphin. It was not yet dawn. Sky to northwest clear with stars visible. First noticed a blue light to the northwest at an elevation of 25°. It was moving eastward with the speed of a meteor. First thought to be aircraft light but as it moved across sky it grew larger and kept getting closer to the earth - apparently traveling from NW to the SE. When first observed it seemed the color and size of a first-magnitude star. At a point slightly west of due north at about a 10° elevation it exploded, throwing a brilliant & reddish tinged cone of fire forward and downward. No noise was heard. The cone appeared to be composed of fine specks of incandescent material with some larger pieces - much like an explosion of a sky rocket. But at no time was any tail seen - simply a bright ball growing larger and then the explosion. The ball seemed to grow in size - an analogous comparison - the spread in diameter between a golf ball to a football. It appeared as a ball of blue fire until the explosion.

NOTE: Mr. Bates account tallies with that of Judge Heaney with the exception that the Judge apparently did not notice the blue tinge until the time of the explosion.

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Incident 34-A
2-5335-1

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1-5335-1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 15 October 1947 Incident #34E
2. Time 0530
3. Location Manitoba
4. Name of observer Dr. W. R. Giesbrecht
5. Occupation of observer Veterinary Surgeon
6. Address of observer 145 Kingston Row, Dauphin, Manitoba
7. Place of observation North on highway between Grosse Isle and Warren
8. Number of objects 1
9. Distance of object from observer 2 miles
10. Time in sight 30 seconds
11. Altitude 1000 feet
12. Speed Not stated
13. Direction of flight South South west
14. Tactics appeared to dip toward the ground and then disappear
15. Sound No Noise
16. Size Soccer ball
17. Color green
18. Shape Soccer ball
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails tail of green colored sparks
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance go out
26. Remarks: (Over)

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1-5335-1

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Mr. G. H. Giesbrecht and F. W. Sawatsky going north on the highway between Grosse Isle and Warren about 0530 hours 13 Oct when they saw a green coloured object cross the sky. They estimated its distance ahead of them at about two miles and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball. They watched it about 30 seconds and while they heard no noise the windows of the car were closed. It appeared to have a tail of green coloured sparks and they assumed it to be a flare shot at a very gradual angle and from a south-south-west direction. Toward the end of the 30 seconds it appeared to dip toward the ground and to go out before it would have struck the ground.

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2-5333-1
Incident 31-3

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 13 October 1947 Incident # 34C
2. Time 0530
3. Location Passois Lake Canada
4. Name of observer Wilburt Speers
5. Occupation of observer Apprentice undertaker
6. Address of observer 100 Ethelbert Street, Dauphin, Manitoba
7. Place of observation at a point at Passois Lake, North of Nettley
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight 30-40 seconds
11. Altitude 6000 ft.
12. Speed Rapid speed
13. Direction of flight south of west
14. Tactics Not stated
15. Sound None
16. Size Not stated fairly large
17. Color orange-yellow
18. Shape round
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails flame or tail or flame and sparks at the rear
22. Weather conditions clear with little wind
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance seemed to disappear rather than explode
26. Remarks: (Over)

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2-5335-1

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Saw the object from a point at Passois Lake, north of Nettley at about 0530 hours 13 Oct. The weather was clear with little wind and he watched it for about 30-40 seconds. It was more or less round in shape, orange-yellow in color with a flame or tail or flame and sparks at the rear. It appeared to travel at a rapid speed and not to be passing very high. He estimated a plane of equivalent size would be at the altitude of about 2000 feet and it seemed to disappear rather than explode. It was not a flare or rocket, comet or falling star and at no time was there any noise.

While stationed on the British Columbia coast he had observed a number of Japanese balloons and while the object was fairly large it was not as large as one of these.

CORROBORATED REPORT: Robert Smith of 368 Bowman Ave., Dauphin, reported the incident to the newspapers. He was with Speers when the sighting occurred.

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1 533-1
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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 340

1. Date 13 October 1948
2. Time 5:25 a.m.
3. Location Manitoba, Canada
4. Name of observer Mr. G. A. Chapman
5. Occupation of observer Not stated
6. Address of observer Not stated
7. Place of observation While duck hunting approximately one mile south and west of Rivers, Man.
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight 12 to 15 seconds
11. Altitude ~~XXXXXXXXXXXXXXXXXXXX~~ Did not appear to be very high
12. Speed Not stated
13. Direction of flight West to east
14. Tactics Not stated
15. Sound Not stated
16. Size small football
17. Color ball of fire
18. Shape small football
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails ~~XXXXXXXXXX~~ Left path of sparking fire about 2 ft in length approx the same depth as the diameter of the object - it grew as object grew in size
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance seemed to explode
26. Remarks: (Over)

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T-5335-1

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While parked waiting for another hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us. The time was 5:25 a.m. This object travelled from west to east, and did not appear to be of great height. The distance of flight as measured by the eye in the sky, I would judge to be about three-quarters of a mile and the time 12 to 15 seconds. During its flight, this object left a path of what could best be described as sparking fire about two feet in length about the same depth as the diameter of the object, growing in depth as the object did in size, the maximum being the size of a small football. Just before reaching the end of its flight, the object seemed to lose considerable altitude, then burst into a shower of glowing fragments. The surrounding space appeared dimly lighted by the explosion for approximately 2 to 3 seconds, then fading out. It did not appear as a flash but more as a soft glow. The size of the object to be a meteor.

NOTE: While the observers came to the conclusion that the object was a meteor there are some peculiar discrepancies. Observers thought it strange that (1) time of flight was so long - 12 -15". (2) that it appeared to move across the sky rather than in a downward movement until just before the end of its flight, at which time it seemed to drop somewhat.

WITNESSES: Two brothers of Chapman.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **34 B**
2. Time **N/S**
3. Location **Saskatchewan District**
4. Name of observer **Alden Fredrickson**
5. Occupation of observer **N/S** Reported by **Wadena News, Saskatchewan**
6. Address of observer **N/S**
7. Place of observation **N/S**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **N/S**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **reddish changing to green before breaking up.**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **trail of light followed it**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **breaks up**
26. Remarks: **(over)**

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While out duck hunting on Oct 13, Alden Frederickson saw a reddish coloured object in the eastern sky. It appeared to be traveling toward him and growing larger. It turned a greenish color before breaking up. A trail of light followed it.

Others who reported seeing this strange light were Don Adams and Charlie Irving.

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2-5335-1
Incident 328

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **13 Oct 47** Incident # **348**
2. Time **Between 5:00 and 5:30 A. M.**
3. Location **Kanawak District**
4. Name of observer **M. Farion, Barry Lipsitt & Jim Park.**
5. Occupation of observer **N/S Reported by "Kanawak Times"**
6. Address of observer **N/S**
7. Place of observation **N/S**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **slow - for a meteor**
13. Direction of flight **west to east**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S About the size of a baseball**
17. Color **flaming luminous mass**
18. Shape **N/S Ball**
19. Odor detected **N/S**
20. Apparent construction **Flames**
21. Exhaust trails **orange tinted wake of smoke and flames**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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2-5335-1

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A strange phenomenon was witnessed early Monday morning, Oct 13, blazing its way through the heavens between 5:00 and 5:30 a. m. The ball as described by M. Farion was a flaming luminous mass with an orange-tinted wake. The tail left by this object was made up of smoke as well as of flames. This "celestial invader" described as being about the size of a baseball was reported to have passed rather slowly from west to east.

Corroborated account: M. Farion, Barry Lipsett and Jim Park.

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T-5335-1
Incident 34-F



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THE FOREIGN SERVICE
OF THE
UNITED STATES OF AMERICA

Office of Military Air Attache
United States Embassy
Ottawa, Ontario, Canada

C-1473:47 WWB/med

12 December 1947

Mr. Carl C. Brooke
Box 1504, Area B
Wright Field
Dayton, Ohio
Attn: Mr. A. C. Loedding, TSNAD

Dear Mr. Loedding:

Find inclosed a report on so-called flying saucers reported in Northern Canada. This report was submitted through Washington channels by Dr. J. K. Rouleau and will probably reach you eventually. In making triangulations and computing the speed of this "ball of fire" it is undoubtedly a meteor. However, I am sending you all material of this nature as you requested.

Very truly yours,

Woodrow B. Wilmot

WOODROW B. WILMOT
Lt Colonel, USAF
Air Technical Liaison Officer

Incl:
Report (dup)

*(also report K 872 (MA-R-539:47) (says this incident was a meteor)
Canada
Report K K 7176 (MA-R-29-48) (Continuation of above report
also says this incident was
a meteor)*

*Encyclopedia Britannica explain many of the associated phenomena
(Footnote)*

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DEPARTMENT OF NATIONAL DEFENSE

HQS9-550-2-2

Dr. J. R. Rouleau

Flying Saucers

1. At your request, I attach herewith copy of report on enquiries which have been conducted as to a certain phenomenon ("Flying Saucers") observed in the vicinity of Dauphin Manitoba on 13 Oct 47.
2. Further enquiries are being conducted in this area and the results will be passed to you when received.

(R. H. Macdonald)
A/D Sci Int Div

Enclosure ... to Letter **C-115-17**
Military Attache, Ottawa, Canada.

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FLYING SAUCERS - CANADA

Ref. 17-H-194
17-B-292

Reference

On the date in question, October 13, 1947 at approximately 5:30 a.m., accompanied by C. D. Bates, Manager, Government Liquor Control Store at Dauphin, Judge Heaney was travelling in a closed car proceeding north on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the northwest was clear, stars clearly visible. The spectacle they observed was travelling from the west to the east and when first noticed was the size of a large grapefruit and increased in size to about the size of a large football. The object was in view for a period of approximately three seconds and it was moving eastward, horizontally to the earth at the speed of a meteor or falling star. At first, Judge Heaney and his companion thought the light might be an aircraft light and as it moved across the sky it kept getting closer to the earth. At a point slightly west from due North and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish tinged cone of fire forward, and downward. There was no noise heard. At the time of the apparent explosion there was a bluish light, so much so that Mr. Bates remarked to Judge Heaney that there must be a terrific heat from the object.

Judge Heaney informed me there was no noise during the time this object was travelling across the sky, nor at the time it disintegrated. There was no tail on the object and when it apparently exploded, what appeared to be fragments, was thrown forward and downward, and it was at that time that the bluish light was observed. I asked if he could estimate how far North of his position the object would be, but Judge Heaney stated that it was impossible to make an estimation as it might have been several hundred miles North of where they were. This, of course, is understandable as these gentlemen not knowing the size of this object could not be expected to estimate the distance between them and the point where the object was observed.

Calling on Ed Williams now with the Canadian Press at this point, I solicited his assistance and later as a result of enquiries made by him he furnished me with copies of letters he had received from individuals who saw the object in the sky on the date in question.

546 Letter from C. D. BATES, Manager, Government Liquor Office, Dauphin, Manitoba:

On date mentioned and between 5:30 and 5:45 a.m. Judge Heaney and I were travelling in a closed car, proceeding North on the highway to Winnipegosis at a point about 14 miles north of Dauphin. Dawn had not broken. The sky to the Northwest was

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clear, stars clearly visible. Duration of the spectacle was approximately 3 seconds. We first noticed a blue light to the Northwest, at an elevation of about 25 degrees. It was moving eastward at about the speed of a meteor or falling star. We thought it might be an aircraft light. It seemed to be the color and size of a first magnitude star. But as it moved across the sky it grew larger and kept getting closer to the earth. So it was apparently travelling from the NW towards the SE. At a point slightly West from due North, and at an estimated elevation of 10 degrees it exploded, throwing a brilliant and reddish tinged cone of fire forward, and downward. There was no noise heard. The cone appeared to be composed of fine specks of incandescent material, with some larger pieces - much like the explosion of a sky rocket. But at no time was there any tail seen; simply the bright ball growing larger and the explosion. The growth in size might be compared to the spread in diameter between a golf ball and a foot ball. The light would probably be visible on the ground - but we were looking at the object itself. Judge Heaney and I were so impressed that we discussed the occurrence at length, and immediately, and I think agreed on the salient facts. Whatever it was, it was not goose feathers. The description as a ball of blue fire, until the explosion, is not far off, I think.

There has been corroboration. Mr. Art. Mansoff, well known Dauphin sportsman, noticed the flash when he was setting out his decoys. Mr. Allan Dilts, local traveller for Western Brocers and Gerald Ash of Makinak, were camping some 6 miles East of Ochre River, when they saw the ball but not the explosion. Mr. Wilfred McKillop, proprietor of a dairy farm just North of here, was travelling North near Dauphin, when he saw the sight. I have been informed that a farmer's wife near Canora, Sask. also saw the ball travelling across the Northern sky from West to East, at her farmhouse, but I did not check this report - could probably get more particulars if you are interested. All agree on the time mentioned.

It will be observed that Mr. Bates corroborates in detail the information given by Judge Heaney.

The following information was supplied to Mr. Williams by Dr. W. R. Giesbrecht:

34B Dr. W. R. GIESBRECHT, veterinary surgeon, 148 Kingston Row, said he and F. W. SAWATSKY, were going north on the highway between Grosse Isle and Warren about 0530 hours 13 Oct when they saw a green coloured object cross the sky. They estimated its distance ahead of them at about two miles and its altitude at about 1,000 feet. Its shape and size was that of a soccer ball.

They watched it for about 30 seconds and while they heard no noise the windows of their car were closed. It appeared to have a tail of green coloured sparks and they assumed it to be a flare shot at a very gradual angle and from a south-south-west direction.

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Towards the end of the 30 seconds it appears to dip toward the ground and to go out before it would have struck the ground.

Interviewing Wilburt SPEERS of 188 Ethelbert Street, Winnipeg, Mr. Williams obtained his story which reads as follows:

Wilburt SPEERS of 188 Ethelbert Street, an apprentice undertaker and an R.C.A.F. veteran, said he saw the object from a point at Passois Lake, north of Nettley about 0530 hours 13 Oct.

The weather was clear with little wind and he watched it for about 30-40 seconds. It was more or less round in shape, orange-yellow in colour with a flame or tail or flame and sparks at the rear. It seemed to come from slightly south or west. He estimated the direction as about 240 degrees, assuming north to be zero.

It appeared to travel at a rapid speed and not to be passing very high. He estimated a plane of equivalent size would be at an altitude of about 8,000 feet and it seemed to disappear rather than explode.

It was not a flare or rocket, comet or falling star and at no time was there any noise.

While stationed on the British Columbia coast he had observed a number of Japanese balloons and while the object was fairly large it was not as large as one of those.

He said he was not aware his companion, Robert Smith of 368 Bowden Avenue, had told the newspapers about it until it appeared in the paper.

Mr. Williams supplied me with the following letter which had been received in this connection by the Winnipeg Free Press from Mr. G. W. Chapman, former member of the R.C.A.F.:

When reading your publication this evening, I noticed an article titled "Spectacular Sight".

My two brothers and I also noticed this seemingly ball of fire. We were on our way duck hunting and were approximately one mile south and west of Rivers, Man. While parked waiting for another hunter to join us, we noticed what appeared to be a very small ball of fire appear in the sky to the north-west of us. The time was 5:25 a.m. This object travelled from west to east and did not appear to be of great height. The distance of flight as measured by the eye in the sky, I would judge to be about three quarters of a mile and the time 12 to 15 seconds.

During its flight, this object left a path of what could be best described as sparking fire about two feet in length about

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the same depth as the diameter of the object, growing in depth as the object did in size, the maximum being the size of a small football. Just before reaching the end of its flight, the object seemed to lose considerable altitude, then burst into a shower of glowing fragments. The surrounding space appeared dimly lighted by the explosion for approximately 2 to 3 seconds, then fading out. It did not appear as a flash but more as a soft glow. We assumed the object to be a meteor, but all remarked on the length of time of its flight.

We thought it strange that this object appeared to move across the sky rather than in a downward movement until just before the end of its flight at which time it seemed to drop somewhat.

Of general interest in this connection is an extract shown hereunder from NEIGHBOURLY NEWS Broadcast, November 2, 1947. This broadcast is carried by the CBC and originates in Winnipeg.:

Where there is no vision, the people perish. That may be the reason why some of our neighbors on the prairies have been seeing things lately. The Wadena News, Saskatchewan, reports that whilst out duck hunting on October 13, Alben Frederickson saw a reddish coloured object in the eastern sky. It appeared to be travelling toward him and growing much larger. It turned a greenish colour before breaking up he declared. A trail of light followed it. Others who reported seeing the strange light were Don Adams and Charlie Irving.

Stories of that fiery ball seen by a number of persons in Manitoba and Saskatchewan find corroboration in the Kamzack district, where, according to the Kamzack Times, it was seen by M. Farion, Barry Lissett and Jim Park. The strange phenomenon was witnessed early Monday morning, October 13, blazing its way through the heavens between 5:00 and 5:30 a.m. The ball is described by M. Farion as a flaming luminous mass with an orange-tinted wake. As nearly as he could tell, the tail left by the 'comet' was made up of smoke as well as of flames. The "celestial invader" described as being about the size of a baseball is reported to have passed rather slowly from west to east.

All of the individuals interviewed by Mr. Williams are considered very reliable citizens whose word may be relied upon. From knowledge of Judge Heaney I would say that the story he has told can be considered to be actual facts.

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M's Rpt # B 1539: 47
"Flying Discs"

M/A OTTAWA
A-2

Date of Info: 3 Dec 47
Date of Rpt 8 Dec 47

Canada

420369

E-872

Inc #34

Incl 2 Prepared by Dr. J. K. Rouleau

Source: Army Intel

1. Army Intelligence thru the RCMP contacted Judge E. J. Heaney, subject of the enclosed clipping, from the OTTAWA CITIZEN of 15 Oct 47

2. After consideration of the enclosed report it was concluded that the object was a meteor

- 3 Incl (1) newspaper clipping
(2) official report from Army Intelligence
(3) Aeronautical Chart (218) Lake Manitoba

APPROVED:

A. E. S. WILLIAMSON
Colonel, GSC
Military Attache

NAD 10430

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1. A group consisting of Mr. A. K. WICKSON, Mr. W. E. MORLEY (a graduate of the CIT jet propulsion course) both of the Guided Missile Section of the Defence Research Board; Lt Col. W. B. WILMOT, ATLO from Wright Field and Dr. J. K. BOULEAU, after considering the report concluded that the object seen was probably a meteor.
2. Dr. PETER MILLMAN, Dominion Astronomer at the observatory in OTTAWA was contacted and he stated that he had learned of the "meteor" thru the newspaper account but not in any official manner. This observatory is the central agency to which all officially recorded meteors are reported.
3. Preliminary considerations led to three possibilities:
 - a) The object seen was a super step rocket. On the basis of geographical distances and present available knowledge of the stage of development of steprockets, this possibility was rejected. This possibility was considered on the basis that the "explosion" seen by Judge HEANEY was due to the cutting in of the "second Stage."
 - b) The object was a jet propelled aircraft. A twin jet propelled aircraft approaching from the Northwest towards the Southeast and changing course between 13 degrees E and 11 degrees E might account for the stated increase in size of the "fireball" as described by the Judge HEANEY group and the constant size of the "fireball" as reported by the Dr. A. R. GIESBRECHT group near WARREN. Even assuming that the explosion reported by the HEANEY group was a rocket to assist to change course, the short radius of turn and the speed that an object would have to have in order to account for such a change in angular travel ruled out this possibility. Assumption was made that the object was in the stratosphere, in order to compute height and speed.
 - c) The object was a meteor. Assuming that the object was a meteor at 50 miles high, the usual meteor streak, the "fireball" at an elevation of 10 degrees (elevation estimated when the "explosion" took place) the object would be about 300 miles North of the HEANEY group near DAUPHIN. At this distance, allowing for the curvature of the earth, the "fireball" would have to be 11 miles above a point projected on the earth to be visible by the HEANEY group. A "fireball" located at this same point would have to be about 20 miles above a point projected on the earth to be seen by the GIESBRECHT group near WARREN. This would explain the statements that an "explosion" was seen by the HEANEY group, while the GIESBRECHT group merely saw the object disappear.
4. A description of meteors in the Encyclopedia Britannica explains so many of the associated phenomena described by the observers that the "fireball" was mostly probably such an object.

3 Incls:

As noted above

APPROVED: R. E. S. WILLIAMSON
Col, GSC
Military Attaché

B. I. D. No. 8410.0106

Country: Canada

MA R-29-48
Subj: "Flying Discs"

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I. D. No. 432413
EX 7176

From: M/A Ottawa Reference: R-1539:47
Evaluation: A-2 Date of Info 13 Jan 1948 Date of Report 13 Jan 1948
Incl: 1 Prepared by: Dr. J. K. Rouleau Source: ~~EX~~ RCMP thru Mil. Int.

1. Nine additional statements have been obtained by the RCMP from witnesses who saw a "flying disc" near DAUMIN, Manitoba on 13 Oct 47.
2. As indicated in the report there is considerable disparity in the statements and nothing that would tend to change the opinion given in R-1539:47 that the object seen was a meteor.

1 Incl.

APPROVED

R. W. S. WILLIAMSON
Col., J. S. C.
Military Attache

Incl 34

MAD 12410

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1. Further in above connection; it has been learned that an object similar to that under investigation was seen on Oct 13/47 by three Yorkton citizens whilst on a hunting trip north of Langenburg, Sask. Those seeing this object are M. L. Sterzer, Canadian Colonization Board, Dr. W. R. Watchler, dentist and John Morton, retired farmer. All are considered to be men of good judgment and of undoubted loyalty.

Statement secured from M. L. Sterzer follows:

Statement of M. L. Sterzer, Yorkton, Sask.

BEGINS "On Oct. 13/47, I was with Dr. Watchler and John Morton. At between 6 and 6.30 a. m. we were about ten miles north of Langenburg, Sask. The land description would be approximately T.23 in R.31, W.-1st at about between Sec. 10 and 1. We were travelling in a closed car. I think one window was open.

I think we all noticed the object in the sky at the same time. When we first saw it, it was about the size of a football. I was in the back seat. The car was facing north. The object crossed in front of the wind shield horizontally from west to east. It didn't seem to be travelling very high. It lit up the horizon in front of us as well as the earth underneath it. It left a trail of fire or light behind it. I have seen moving pictures of rocket propelled missiles and this object gave me the same impression. It did not change size but seemed to lose speed before disintegrating.

It was a very bright yellow white-hot colour and the trail of sparks left by it was in length about three times the diameter of the object. It looked like fragments were breaking off it. I saw no smoke. The tail showed some rainbow colouring.

It was in view for only about a second. It seemed to maintain constant height and did not seem very high. I heard no sound during its flight or when it disintegrated.

When it exploded, I think there was more blue colour. As it blew up I could see small fragments but it immediately became dark and I could not tell if they fell to earth.

I think it would be about 5 degrees east of true north when it disintegrated. It only seemed to be about 100 ft. in the air but this is only a guess. ENDS.

Statement of John R. MORTON, Yorkton, Sask.

BEGINS: "On Oct 13/47 I was duck hunting with Matt Sterzer and Dr. Watchler. We were 11 miles north of Langenburg, Sask. We were travelling in a closed car and I can't recall whether or not the windows were open.

We were driving north and I was in front with the driver. I don't know the hour but it would be about three quarters of an hour before daybreak.

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I noticed a brilliant light in the north west. It lit up the whole sky and the country underneath it. I shouted and Dr. Watchler stopped the car. It was travelling in a very slight south easterly direction - almost straight east. It appeared to be about 500 ft. high and was travelling at a terrific speed. I have seen a Spitfire plane in flight and compared to this object, the plane would be standing still.

The object was a mass of rainbow coloured flame about 3 ft in diameter. It was like a big blow torch flame about 15 ft. long trailing out behind and white flame at the end.

The object was in our sight for about ten seconds. It then seemed to black out. There did not seem to be any explosion and I heard no sound at any time. I saw no fragments drop. It seemed to be dropping very slowly all the time it was in our view. It seemed to go out or fall just north of straight east of our position. I didn't think it was more than a mile away when it passed in front of us" ENDS. Sgd; J. R. Morton

Statement of W. R. WATCHLER B. D. S., Yorkton, Sask.

BEGINS: "On Oct. 13/47 at about a little after 6 a.m. I was about 12 miles north of Langenburg, Sask., in company with Mr. Sterzer and Mr. Morton. We were duck hunting. We were driving north in my car.

I was driving and I noticed what I took to be an Aircraft on fire. This object was travelling more to the horizontal than the vertical. I mean to say that it was slowly losing elevation. I figure that it was from 500 to 1000 ft high when I first saw it. It was about a mile in front of us. I thought it was travelling to the north east. Its direction would be only very little north of straight east.

I got the impression that it might be a large air liner fully ablaze or more correctly glowing. It was an orange colour and got dimmer and went out suddenly as it approached the earth. I don't remember it having any tail. I saw no smoke. There may have been a glow at the rear of the object but I saw no tail.

There was no sound to be heard. The car windows were up and the car heater motor was running and unless the noise was very loud we would not have heard it. It didn't seem to change size throughout its course. I got the impression that it burst into flame as it approached the earth. That is to say, I think it was in our range of vision before it became visible due to its ignition. I think that ten seconds would be the maximum time the object was visible. It seemed to me that it suddenly went out. I saw no explosion. It was close to the earth at that time. I don't think it could have dropped behind the horizon. It seemed too close. The ground under the object was not lit up at any time but the light in the sky was very brilliant. Before it went out, the object seemed to fall more sharply towards the earth." ENDS

Sgd. W. R. Watchler.

SECRET

Michael FARION, Kamsack hotel proprietor was interviewed. He is considered as being very reliable.

Statement of M. FARION, Kamsack, Sask.

REGINS. "On Oct 13/47, I was duck hunting. My son Ernest was with me. We were walking west in a field (4 miles east of Rynnymede, Sask). I saw a brilliant light in the north west. This was between 5 and 5.30 a. m. I think this object or light was about the size of a baseball. It was a reddish-orange colour - very bright. It was round in shape. There seemed to be a white tail behind the object. It was not flame nor sparks and looked more like smoke. The tail was in length from 4 to 6 times the width of the object. It did not give a very brilliant light.

It was travelling practically straight east. It was falling at about a 45 degree angle. It was not travelling very fast. It was in sight for from 20 to 30 seconds. It was falling all the time it was in my sight.

I got the impression that it was from 5 to 10 miles north of us. There was no sound to be heard.

The light was suddenly extinguished. I think it exploded but I am not sure. The colour of the object remained the same right to the end. When it went out, it was about 60 degrees east of me and I was facing north.

There was no special noise, flame or smoke when it disappeared. It just went out and I think it exploded and scattered fragments". ENDS

(Sgd) M. Farion

Statement of R. G. (Bud) FOREMAN, Kamsack, Sask.

REGINS: "On Thanksgiving day about 6. a. m. I was with Barry Lipssett and Jim Park duck shooting. We were about 5 miles south and 2 miles east of Kamsack. (SES-29-31 #2). We were sitting on the side of a hill facing north.

We saw a ball of light in the sky to the north west. It seemed to be about 6" in diameter. It was a yellow-white colour but was not particularly brilliant. It seemed to leave a path of light about 5 or 6 ft. behind it. There was no smoke or sparks.

It seemed to be travelling from North West to South East. It was pretty well in front of us when I first saw it and continued its path pretty well at the same level until it went out. It was 40-45 degrees to the east of us when it went out. Its speed was constant throughout. I can't estimate its distance from us or from the earth.

I heard no sound from it. It was under our observation for about 5 seconds.

The light suddenly disappeared without any sound, explosion or changing of colour. I think it started the same way, i. e., suddenly glowed high in the sky.

Except for it being ~~the~~ larger than the average falling star and travelling horizontally I would have taken it to be a falling star or meteor." ENDS

SECRET

Sgd R. G. Foreman S-1167

SECRETStatement of R. A. FREDERICKSON, Madana, Sask. 19 yrs age

BEGINS: "On Oct 13/47, about 5 a. m. or slightly earlier I was out hunting with Donald Adams, Bill Riddell and Chas. Irving. We were in an open field on Sec. 62-34-13-2. I was facing west. It suddenly became bright and I saw my shadow. I turned and looked east and saw a real bright spot in the sky in the north east. It seemed to be travelling very fast and heading east. It was falling and getting larger as it fell. When I first saw it, it was a bright white-hot colour. It changed in colour but I cannot recall the shades. When last seen it was about the size of a football. There was a trail of fire of the same colour behind the object. I saw no smoke. I figure it was in our sight about ten seconds and it was going much faster than the average aeroplanes. There was no sound. It disappeared low in the eastern sky. It just seemed to go out. I figure that it was at least a 30 degree angle from the earth when it went out. There did not seem to be any explosion when the light went out. I figure that the light was almost 90 degrees due east of us when it went out. I could not venture a guess as to the distance this object was from us". ENDS

(Sgd) R. A. Frederickson.

Statement of Donald ADAM, Madana, Sask. 17 yrs. age.

BEGINS: "I remember being out shooting with R. A. Frederickson and Charles Irving last Fall but dont recall the date. About 6 or 6.30 a. m., it was just beginning to get light. It suddenly became brighter and I noticed something like a big flaming falling star in the sky to the north and a little east of us.

It looked about the size of a man's fist. It was a white colour at first but turned yellow.

When I first saw it, it was to the north and about 15 degrees to the east of us. It was falling and seemed to come towards us. It gradually increased in size but did not really get much bigger except that there seemed to be a few more flames. I figure it was travelling from the North East to the South West.

I think it was in our view for about ten seconds. I thought it travelled slower than the average shooting star.

I heard no sound at any time. There was a stream of fire following this object. I saw no sparks or smoke. I have no idea how far away it was.

It flared a little and suddenly went out. At that time it would be about 75 to 80 degrees east of us and about 70 degree elevation when it went out. It was not close to the earth." ENDS

(Sgd) Donald Adam

Statement of Chas. F. E. IRVING, Madana, Sask 17 yrs of age.

BEGINS: "I remember being out shooting with the boys sometime in October 1947. I think it was about 6. a. m. when we first saw the object.

It seemed to brighten up all of a sudden. I looked at the sky in the north east and saw a red object about the size of a softball. It left a trail of sparks about three times the width of the object in length. The colour remained constant.

SECRET

2-11-48-7

When first seen, the object would be about 30 degrees east of true north and about 40 degrees elevation. It seemed to fall to the south east and when last seen was almost due east at about 15 degrees elevation.

It seemed to travel at the same speed as an average shooting star. It was in our view about 5 seconds. I heard no sound at all. The colour remained constant throughout. It grew larger, possibly doubled in size.

It suddenly went out. It was almost as though a light had been switched off.

I am not sure of the colour of the sparks that trailed this object. I have no idea how far away this object was from us. I thought it was a meteor." ENDS

(Sgd) Charles F. E. Irving

Statement of Bill RIDDELL, Wadena, Sask 17 yrs ago.

BEGINS: "I was out shooting with the boys on Thanksgiving Day. At about 5 a. m. or about 1/2 hr. before daybreak I noticed what I took to be a very bright falling star in the sky to the north east. It was falling slower than the average falling star. It at first seemed to be about 2" in diameter and gradually increased in size until about doubled.

When first I saw it, it was about 65 degrees east of me and about 45 degrees elevation. It was in my view for about 6 seconds. It was falling at an angle all the time.

I was not with the other boys at the time and I lost sight of the object behind a rise in the land.

The object was about the colour of a falling star but increased in brightness with time. I saw no tail. I heard no sound. I have no idea how far distant it was." ENDS

Sgd: Bill Riddell

While there is considerable disparity in the foregoing statements in regard to time of occurrence, physical description, etc., the preponderance of testimony indicates that this reported occurrence has actually some basis in fact. Shortly before dawn on the morning of October 13/47, a fiery object was definitely seen in the sky at Wadena, Sask. proceeding apparently in a south easterly direction. At about the same time, it was observed from near Kamsack, Sask. and Langenburg, Sask. still travelling in a south easterly direction. It was observed co-incidentally from a point some 14 miles north of Dauphin Man. where the informants state that it disappeared slightly west of due north and at an approximate elevation of 10 degrees.

SECRET

2-11-48

Incident # 34

Incident # 35

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **12 Nov 47** Incident # **35**
2. Time **Early**
3. Location **40 miles south of Cape Blanco, Oregon, 20 miles offshore.**
4. Name of observer **Second Officer Glenda Lee Williamson**
5. Occupation of observer **Second Officer**
6. Address of observer **N/S (Excerpt from "Oregon Journal" 13 Nov 47)**
7. Place of observation **At sea, 20 miles offshore, 40 miles south of Cape Blanco, Oregon**
8. Number of objects **2**
9. Distance of object from observer **N/S**
10. Time in sight **45 seconds**
11. Altitude **N/S**
12. Speed **700 to 900 MPH**
13. Direction of flight **from north horizon in westerly direction**
14. Tactics **Performed a long, low arc**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **ball**
19. Odor detected **N/S**
20. Apparent construction **fire**
21. Exhaust trails **jet-like streams of fire**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

1 INC
FILE - 35

RESTRICTED

RESTRICTED

Department of Defense
Office of Management and Staff, 1-1
Intelligence
Washington, D.C.

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FILE 35

RESTRICTED

Incident # 35

Incident # 36

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 36

1. Date Unknown
2. Time After dark
3. Location Boise, Idaho
4. Name of observer CAA Observer
5. Occupation of observer Not stated
6. Address of observer Not stated
7. Place of observation between Boise and Mountain Home
8. Number of objects 1
9. Distance of object from observer Not stated
10. Time in sight Not stated
11. Altitude Not stated
12. Speed Not stated
13. Direction of flight southwest and disappeared in northeast
14. Tactics ~~unknown~~ N/S
15. Sound Not stated
16. Size Not stated
17. Color Bluish green
18. Shape Not stated
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: Mr. Dave Johnson of the "Statesman Newspaper" in Boise reported that a CAA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

RESTRICTED

UNIDENTIFIED OBJECTS
by
Lt Colonel Jenkins, TSPRO

(Phone 6-1338)

June 36

The following information was obtained by telephone as requested by Colonel Clingerman, 8 December 1947, regarding unidentified objects sighted in Boise, Idaho and off the coast of Oregon:

Mr. Dave Johnson of the "Statesman Newspaper" in Boise reported that a CAA official had seen an object that was giving off a pulsating bluish-green light that appeared in the southwest and disappeared in the northeast over the mountains between Boise and Mountain Home.

Similarly, the steamer Ticonderoga, 25 miles off the Oregon coast, reported seeing two objects going from horizon to horizon (direction unknown), with the same characteristics. They were estimated to be 36 feet across.

The dates are unknown. The first incident was sighted after dark.

Note: Lt Col Jenkins, TSPRO, Wright Field, called Press Section, Director of Information. He gave the information stated above to Captain Tom Brown who was requested to relay the information to Lt Col Robert Taylor III of Air Intelligence Requirements Division.

The following information was sent by telecon 8 December 1947:

Please inform this office regarding contemplated action in connection with message given to Captain Tom Brown, Press Section, Director of Information, by Lt Colonel Jenkins, PRO, Wright Field for relay to Colonel Robert Taylor III of Air Intelligence Requirements Division.

PINC FILE 36

Incident # 36

I
Incident # 37

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 37

1. Date 14 October 1947
2. Time 1200
3. Location Phoenix, Arizona
4. Name of observer J. D. Clark
5. Occupation of observer Line owner (Pilot)
6. Address of observer Route 12, Box 651, Phoenix
7. Place of observation at a mine located approx. 11 miles north or northeast of Cave Creek, Arizona
8. Number of objects 1
9. Distance of object from observer 25 degree angle
10. Time in sight 45 seconds to 1 minute
11. Altitude 1/10,000 feet
12. Speed 350 miles an hour
13. Direction of flight northwest toward the southeast
14. Tactics Not stated
15. Sound No noise
16. Size about 3 feet in diameter
17. Color reddish cast when the object had blue ~~cloud~~ for background. Black when it had a white cloud for a background
18. Shape resembled a flying wing
19. Odor detected Not stated
20. Apparent construction Not stated
21. Exhaust trails Not stated
22. Weather conditions Not stated with the exception of some clouds
23. Effect on clouds Not stated
24. Sketches or photographs None
25. Manner of disappearance Not stated
26. Remarks: (Over)

CONFIDENTIAL

Mr. Clark's attention was first drawn to the object by his partner, Mr. Anderson. It appeared to be a black object which was traveling at an estimated high height of 5/10,000 ft above the ground and was moving in a straight line from northwest to southeast. It was traveling some 350 MPH. It did not change elevation nor direction. From their range of vision where they were standing upwards to the object would be at about a 25° angle. It remained within their vision from 45 seconds to a minute. No sound was audible. Mr. Clark thought the nearest thing it resembled was a "flying wing." However, both men stated positively that there was no tail visible. From where they were the object appeared about 3 feet in diameter but could offer no estimate as to its size were it on the ground. As to color both stated that the object appeared red against a blue background and black against a white cloud. Ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry any sound away from them.

Both men are pilots. Mr. Clark was a pilot in the U. S. A. F. for a period of 5 years, flying fighter type of jet planes during most of this period. Mr. Anderson was a gunner in the AAF for 2 years and is also a pilot. Both appeared level headed and not excitable, and were very sincere in making the report.

CONFIDENTIAL

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

44-38861-1208-1

OCT 31 1947

11-63

SUBJECT: Investigation of Flying Disc.

TO: Chief of Staff
United States Air Forces
Washington, D. C.
ATTN: AC of A3-2

Attached summary for your information.

1 Incl:
as listed.

Ronald L. Springer
RONALD L. SPRINGER
Lt. Colonel, USAF
AC of S, A-2

CONFIDENTIAL

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

June 27

4AFDA-333.5/1208-1

1-63

SUBJECT: Investigation of Flying Disc.

SUMMARY OF INFORMATION: The following interview was received from a very reliable source:

On October 23, 1947, Mr. J. L. CLARK, age 28, Route 12, Box 831, Phoenix, and R. E. ANDERSON, age 22, Route 3, Box 342, Glendale, Ariz., furnished the following information concerning an undefinable object which they had observed.

These gentlemen stated they own and are developing a mine located approximately eleven miles north or northeast of Cave Creek, Arizona. The ground elevation at this point is approximately..... 12 noon on October 14, 1947, while they were eating their lunch at the mine, they observed a B-25 plane going over in a northwesterly direction. They estimated the elevation of the plane to be about 12,000 feet above the ground. They stated the B-25 was flying high enough that it was just above the clouds. They advised that the plane was easily distinguishable as a B-25 and they could hear the sound of the plane for at least a full minute or more after they first observed it.

Mr. Anderson stated that at about the same time he lost sight of the B-25 he observed a black object traveling the course taken by the B-25 but in the exact opposite direction which he first thought was a buzzard. However, while watching it he reached the conclusion that it was not a buzzard and called his partner's attention to the object.

Both Clark and Anderson stated that the black object they observed was traveling at an estimated height of 8/10,000 feet above the ground and was moving in a straight line traveling from the northwest towards the southeast. They estimated the object was traveling at least 350 miles per hour; that it did not change elevation nor direction. They stated they would guess that their range of vision from the point where they were standing upwards to the object would be at about a 25 degree angle; that the object remained within their vision from 45 seconds to one minute. Both men stated that there was absolutely no sound audible to them.

In endeavoring to obtain a detailed description of the object, neither man could give an accurate description. Mr. Clark stated the nearest thing he could say it resembled was a "flying wing". However, it was not a flying wing. Both men stated positively that there was no tail assembly visible. They estimated the size of the object as about 3 feet in diameter from their point of view, but would offer no estimate as to the size it might be had it been on the ground. In

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describing the color, both stated that when the object had a blue cloud for a background it appeared to have a reddish cast, and when it had a white cloud for a background, it appeared to be black.

In view of the fact that neither man could hear any noise, they were questioned as to the direction and velocity of the wind on that date and they advised that the ground wind was about 15 miles in velocity and was blowing in a northeasterly direction which would tend to carry the sound away from them.

Mr. Clark stated that he was a pilot in the United States Army Air Force for a period of five years, flying fighter type of planes during most of this period. Mr. Anderson advised that he had been a gunner in the Army Air Forces for two years and he is also a pilot. Both men appeared to be level headed and not the type to become excited over nothing, and were very sincere in making their report on the above matter. These men were thanked for their information and advised that it would be referred to the Army Air Force.

EVALUATION

Of Source
3

Of Information
2

CONFIDENTIAL

1
Incident # 37

3

Incident # 38

SECRET

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **N/S around June 10 47** Incident # 38
2. Time **daytime**
3. Location **Hungary**
4. Name of observer **N/S** **Extracted from Weekly Intel Summary, ATC,
16 Jul 47**
5. Occupation of observer **N/S**
6. Address of observer **N/S**
7. Place of observation **rural areas in Hungary**
8. Number of objects **N/S**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **N/S**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **N/S**
17. Color **silver**
18. Shape **ball-shaped**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **On 10 Jun 47 rumors were drifting into Budapest from rural areas in Hungary that "silver balls were flashing across the sky in daytime. No accurate description or confirmation of rpt obtained.**

SECRET

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Extract from Weekly Intelligence Summary, ATC, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky i. daytime." No accurate description or confirmation of this report was obtained. Newfoundland constable named Eric Kearsey, has reported to personnel of the 1380th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John M. Mehrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SSW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NNE course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1388th AAF Base Unit, ATC, Harmon Field, Stephenville, who relayed Mehrman's and Woodruff's report to this office state that kodachrome pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Bruce H. Perry and Major William E. Geyser of the 59th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a N/S direction in the vicinity of the field. On 12 July at 0830 hours local time (0430Z), Major Edward Graham of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1500 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 landing into a 20 mile per hour wind. This office can draw no conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary other

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than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0600Z, 1200Z, 1800Z and 2400Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

SECRET

Excerpt from Semi-Monthly Intelligence Summary, Hq AACS

10 July 1947

HUNGARY

MILITARY:

I. More "Strange Object" Rumors:

Rumors drifting in from rural areas of Hungary mention "silver balls flashing across the sky in daytime". No accurate description or confirmation of this phenomena has yet been obtained, but it does recall the flashing objects over the Scandinavian countries thru late 1946 and early 1947, and the current riddle of similar metallic objects reported seen over most of the United States since the 1st of July.

(Evaluation: B-6, RESTRICTED)

Received AFBIC-10
15 July 47

Incident # 35

Incident # 29

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **9 July 47** Incident # 39
2. Time **Between 11:15 and 11:40**
3. Location **Grand Falls, Newfoundland**
4. Name of observer **Eric Kearney**
5. Occupation of observer **Constable**
6. Address of observer **Newfoundland Constabulary, Grand Falls**
7. Place of observation **Grand Falls,**
8. Number of objects **5. 4 seen at first 1, later**
9. Distance of object from observer **N/S**
10. Time in sight **brief period**
11. Altitude **N/S**
12. Speed **terrific**
13. Direction of flight **First four - flying in easterly direction
Last object: N/S**
14. Tactics **Maintained formation - flew side by side, last one: ~~N/S~~
Flew in a rocking motion**
15. Sound **N/S**
16. Size **Wings about size of barrel head**
17. Color **N/S - seemed phosphorescent**
18. Shape **round - about size**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S However, there appeared to be a phosphorescent glow
about it**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

RESTRICTED

RESTRICTED

Four "flying saucers" were seen by Constable Kearsey's wife just before his arrival home at approx 11:30, on 9th of July. A Mr. John Jackson, a resident of St. John's and a friend of the family also witnessed them. They were flying in an easterly direction, and appeared to be four round figures that had passed overhead at terrific speed, flying side by side.

On looking skyward, Constable Kearsey, himself, perceived a huge jelly-fish flash across the sky. Could not determine the height and speed owing to the brief period it was visible. Could not determine color but there seemed to be a phosphorescent glow about it. It was found in shape and about the size of a barrel head, and appeared to be flying in a rocking motion.

Note: The last object was seen by Constable Kearsey, his wife and Mr. Jackson.

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SECRET

Extract from Weekly Intelligence Summary, AFM, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Eric Kearney, has reported to personnel of the 1380th AAF Base Unit, ATC, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0800Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John M. Mohrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmer Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather records indicate that the weather at Harmer during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Harmer; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NEW course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1380th AAF Base Unit, ATC, Harmer Field, Stephenville, who relayed Mohrman's and Woodruff's report to this office state that Kodachrome pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Bruce H. Perry and Major William E. Goyner of the 59th Airways and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NW direction in the vicinity of the field. On 12 July at 0630 hours local time (0400Z), Major Edward Graham of this base unit and some unidentified officers of the Alaska Department observed a grayish balloon "approximately 18 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "1500 feet" at an estimated rate of "100 miles per hour", paralleling the course of a S-47 heading into a 20 mile per hour wind. This office can draw no conclusions on the part of the above summary item based on reports emanating from rural areas in Hungary other

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W-36176-A-3

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than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pilot. In this regard it is noted that it is standard operating procedure for weather stations to release pilots every six hours daily - at 0600Z, 1200Z, 1800Z and 2400Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pilots is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

SECRET

RESTRICTED



NEWFOUNDLAND CONSTABULARY

STATION Grand Falls,

DATE July 18th. 1947.

SUBJECT Re:- Strange objects seen flying over Grand Falls on night of July 9th. at approx. 11.15 and 11.40.

Sir:

I respectfully report for your information that on Wednesday night, the 9th. inst. I arrived home from duty at approx. 11.30.

Upon arrival at home I joined my wife, my mother-in-law, and Mr. John Jackson a resident of St. John's and friend of the family, who were sitting on the front steps of the house. I was asked by my wife if I had seen the "flying saucers" I thought she was joking and replied that I had seen nothing flying. Jackson and my mother-in-law then told me that they had really seen four objects flying in an easterly direction just before I arrived. I asked them to describe what they had seen. Jackson said that four round shaped figures had passed overhead at a terrific speed and were flying side by side.

On looking skywards again my wife, Jackson, and myself, saw a object which I would describe as being a huge jelly fish flash across the the sky. It would be difficult to determine its height and speed owing to the brief period it was visible. It's colour also would be hard to say, but there seemed to be a phosphorus glow about it, it was round in shape and about the size of a barrel head, it appeared to be flying in a rocking motion.

This sir, is about all I can say about the matter, we continued to scan the sky for about a half hour but no sign of them were seen again.

Eric Kearney
Sergeant

CONFIDENTIAL

FROM: CG APLS AWC FORT TOTTEN, N.Y.

TIME AND DATE FILED: 142200Z JULY 1947

TO: CG AWC ATTN CHIEF OF STAFF

MESSAGE FROM NEWFOUNDLAND BASE COMMAND SUBJECT QUOTE FLYING DISCS UNQUOTE
GIVES FOLLOWING SUMMARY OF INTERVIEW WITH IRIC KRASKY CMA NEWFOUNDLAND
CONSTABULARY CLN CONSTABLE REPORTED SEEING FOUR HOG SHAPE PROSPERUS COLOR
DISCS ABOVE GRAND FALLS NEWFOUNDLAND AT TWO THREE THREE ZERO HOURS LOCAL
TIME NINE JULY AND A SINGLE DISC ONE ZERO MINUTES LATER PD AT FIRST APPEAR-
ANCE ACCORDING TO KRASKY FOUR DISCS WERE CLOSE TOGETHER IN ABLK LINE A TRAIL
FORMATION MOVING EAST PARALLEL TO GROUND PD SINGLE DISC LESS CLEAR BUT
TRAVELING SAME DIRECTION PD KRASKY WOULD ROUGHLY ESTIMATE ALTITUDE OF DISCS
AT THREE ZERO THOUSAND FEET SINGLE APPARENTLY MOVING VERY FAST AS THEY
DISAPPEARED IN ABLK FEW SECONDS PD KRASKY SAID SHAPE OF DISC WAS LIKE
BARREL HEAD OR HOG SINGLE BLACK SPOTS ON TAIL END SINGLE NO SMOKE TRAIL
SINGLE AND HEV REPORTED THAT ANOTHER OBSERVER COMPARED SHAPE OF DISCS TO
THREE LEAF PD END OF COMMUNICATION FROM NEWFOUNDLAND BASE COMMAND PD ESTAB-
LISHED BY INTERVIEWER CMA HOSKIN IN CHARGE REFRASER STATION GRAND FALLS CMA
THAT CAVU WAS WEATHER AT TIMES INDICATED

AWC 04-1E 20044

CONFIDENTIAL

Incident # 29

Incident # 10

ACTION
MCA
INFORM

1948 JUN 11 9:28

U.S. GOVERNMENT

RECEIVED AIR MAIL JUN 11 1948

MEMPHIS TENN 38117

WRIGHT PATTERSON FIELD

REPLY TO LETTER DATED MAY 26 CAN BE EXPECTED WHEN I COMPLETE

FURTHER INVESTIGATION THIS WEEK I SUGGEST YOU CONTACT MR

WILLIAM LAYTON 2645 NORTH 14TH STREET PHOENIX ARIZONA

FOR MORE AND BETTER PHOTOGRAPHS OF THE OBJECT

WILLIAM A. HUGHES

554P

1754

CONFIDENTIAL

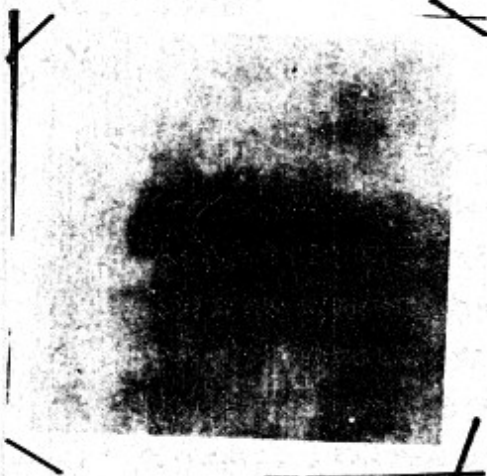


EXHIBIT 1

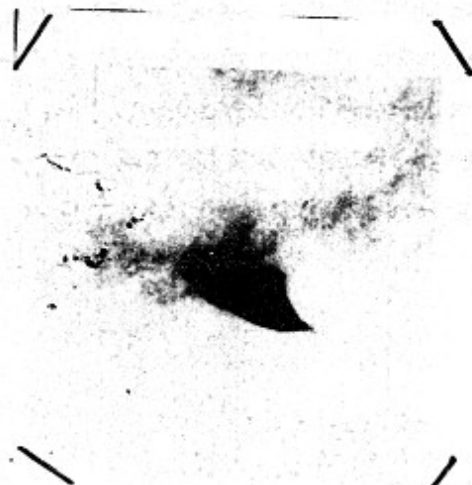


EXHIBIT 2

CONFIDENTIAL

CONFIDENTIAL

HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA/
333.5/ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D.C.
ATTENTION: AC of AS-2

Attached MOIC is forwarded your office in compliance with letter Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

U. S. Army,
Asst. Adjutant General.

1 Encls:
MOIC Aldrich 14 Jul 47 (amp)

RECEIVED
AUG 11 4 56 PM '47
HEADQUARTERS
COMMUNICATIONS
SECTION

CONFIDENTIAL

CONFIDENTIAL



EXHIBIT 8



EXHIBIT 11

CONFIDENTIAL

EXHIBIT # 1-2

copy
CONFIDENTIAL

AAF

UNIDENTIFIABLE OBJECTS,
WILLIAMS FIELD, CHANDLER,
ARIZONA.

14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 8 July 1947, this Agent obtained pictures of unidentifiable objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 N. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The Subject objects flew at unconceivable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 620. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at 1000 feet.

AGENT'S NOTES: See Exhibits 1 and 2, photographs of unidentifiable objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lynn. C. Aldrich, Special Agent, EIC - AAF, FDTRC

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

4AFDA/208
333.5 ID

5 AUG 1947

SUBJECT: Investigation of "Flying Discs"

TO: Commanding General, Army Air Forces, Washington 25, D.C.
ATTENTION: AC of AS-2

Attached NOIC is forwarded your office in compliance with letter Headquarters Air Defense Command, Mitchel Field, New York, subject as above, dated 7 July 47.

FOR THE COMMANDING GENERAL:

William S. Turner

WILLIAM S. TURNER,
Major General,
Army Air Forces.

1 Incl:
NOIC Aldrich 14 Jul 47 (dup)

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5. 10. 12

~~CONFIDENTIAL~~

RHODES, William Albert
Investigation of "Flying
Discs"
2 September 1947

photograph includes the tops of some trees and a telephone pole. Mr. Rhodes stated that he developed the negatives himself. He still had the negative of the first photograph (Exhibit III), but he could not find the negative for the second photograph.

George Fagate, Jr., Special Agent, CIC-ADC-4AF

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

RHODES, William Albert
Investigation of "Flying
Disks"
2 September 1947

MEMORANDUM FOR THE OFFICER IN CHARGE

On 29 August 1947 in the presence of S/A Brower (FBI Office, Phoenix, Arizona) Mr. William Albert Rhodes was interviewed at his residence at 4333 North 14th Street, Phoenix, Arizona, in connection with investigation of the "Flying Disks". Mr. Rhodes stated that on the afternoon of 7 July 1947 immediately following a local thunderstorm, at about 1000 hrs., he was walking from his home toward his workshop (located approximately 100ft. directly back of the house) when he heard a noise in the east which sounded to him very much like the approach of a jet airplane, possibly a P-51. He stopped and looked to the east but saw nothing for several seconds. A few seconds later, however, an object appeared from the north-east. The object seemed elliptical in shape with a diameter of 20-30ft. At first sight, it appeared to be at about 5000ft., traveling about 400 to 600MPH. Its color was grey, which made it blend into the clouds and difficult to see at a distance. As soon as it appeared in the north-east, the object spiraled downward reaching a level of about 2000ft. at the end of its second spiral, and then started upward into the west at an angle of 45 degrees, disappearing into the cumulus clouds which appeared to be at about 5000ft. at that time. The object was visible from the time of its appearance in the north-east to its disappearance into the west about 60 seconds. In spite of the fact that a noise was heard prior to the appearance of the object, while in view, it produced no audible sound. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles, which had an approximate radius of 1/4 to 1/2 miles. The object had what looked like a cockpit canopy in the center extending toward the back and under the object. The cockpit did not protrude from the surface but was clearly visible with the naked eye. The object was not revolving on its own axis. It had no discernible landing gears nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes stated that it is possible that he did not hear the object while it was in sight because of the rustling of tree leaves set up by a wind velocity of 10-15MPH. He also stated that the first sight of the object caused him to think it might be the Navy's new Flapjack plane illustrated on the cover of the May 1947 issue of "Mechanix Illustrated". He later altered his opinion because the object appeared to have no landing gears and no propellers, and the Navy ship is illustrated as having both. Rhodes stated that immediately after the object had started into its first spiral he ran to get his camera, which he kept loaded and set at all times for the purpose of taking candid action shots of his family and which he kept right inside the door of the workshop. By the time he returned with it, the object had completed one circle and had started on its second. At the same time he called to his wife who was in the house, but by the time she arrived in the back yard the object had disappeared. Rhodes stated that he managed to take one photograph of the object while it was at its lowest point (about 2000ft.) (Exhibit I) and another just as it turned out of its second spiral and started upward. (Exhibit II). The second

George Fugate, Jr., Special Agent, CIC-ADC-44F

Ind #1

~~CONFIDENTIAL~~

PANORAMIC RESEARCH
Laboratory and Observatory
Wm A. Rhodes, Chief of Staff
4337 North 14th Street Phoenix, Arizona

H. M. McCoy
Colonel, USAF
Chief of Intelligence

Dear Sir:

Since I talked with Lt Col Bean and Mr. Loedding I have been trying to run down additional photographs of the unidentified object.

Mr. Lewis Larmore of this city has some in his possession and I believe you can obtain copies of them by writing him. Whether or not they are real I do not know. Some of them look faked while others do not. The general shape of the ship as it was going away from me looked like this: there seemed to be a bubble on top and on bottom

while the trailing edge looked open and black like a vent. I judge by past experience that the ship was about 1500-2000 feet altitude when it started to climb and was out of sight in the base of the cumulus within 5 to 7 seconds. Allowing for a little time for acceleration this would put the object well past the speed of sound by the time it reached the cumulus (10-12000 ft). This also might account for the fact that after the ship turned its nose up the sound (which was like a P 80) faded out altogether. Judging by my past experience with aircraft recognition which I taught during the war, the ship couldn't have been under 20 or over 30 feet across.

There were no rudders visible to the unaided eye. I couldn't possibly make a trip to the base because of current debts. I couldn't stand the loss of being away from my work. After Sept 15, I could accept this invitation.

Hoping to be of further service.

Sincerely,



/s/ W. A. Rhodes

Enc 40

EXHIBIT A



CONFIDENTIAL

Identification of Subject Matter (as per sample)

MCIA

NCIT

19 Feb 68

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1. Reference is made to the films taken by Mr. Rhodes (Incident #88) which were forwarded for examination. The following data were derived from a study of the specimens.

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This trailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy or enclosure. The visual acuity of an average person would allow for this perception, but certainly not much further as the subject had low visual contrast, being gray against a gray sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a 620 camera was used, indicating several possibilities, since the 620 is nomenclature for the spacing and width of the film we may have negatives $2\frac{1}{2} \times 3\frac{1}{2}"$, $2\frac{1}{2} \times 3\frac{1}{4}"$ and $2\frac{1}{2} \times 4\frac{1}{4}"$. The sample submitted had been cut and it was not possible to establish the exact frame size. The $2\frac{1}{2} \times 3\frac{1}{4}"$ size was ruled out, leaving $2\frac{1}{2} \times 3\frac{1}{2}"$ and $2\frac{1}{2} \times 4\frac{1}{4}"$. If it were the former, then the focal length of the lens would be 4", and using 2000 feet as the approximate subject distance and the image size at $7/64"$, we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of 5" for focal length, we have an approximate value of 50' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

- (1) Name of camera, type of film used, developer as well as time and temperature, exposure time, focal length of lens and F value used.
- (2) If possible, the camera should be aimed to include some ground and horizon as this will help fix the distance from camera to subject by imaging reference points. These reference points can be referred to for evaluation.

1 Incl
Exhibit "A"

CONFIDENTIAL



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ROUTING AND RECORD SHEET

CONFIDENTIAL

AIR MATERIEL COMMAND

Use this form for inter-office correspondence within headquarters.

Use authorized office symbols to designate addressee and address.

Place initials of director and typist, telephone number and location to right of signature.

Use entire width of sheet, both sides.

Number all comments consecutively.

Separate comments by horizontal lines across page.

SUBJECT Identification of Subject Matter (as per sample)

TO MCIA FROM MCIT DATE 19 Feb 48 COMMENT NO. 1

1. Reference is made to the films taken by Mr. Rhoades (Incident #40) which were forwarded for examination. The following data were derived from a study of the specimens:

a. It is concluded that the image is of true photographic nature, and is not due to imperfections in the emulsion, or lack of development in the section in question. The image exhibits a "tail" indicating the proper type of distortion due to the type of shutter used, the speed of the object and the fixed speed of the shutter. This trailing off conforms to the general information given in the report.

b. The report states the object was seen at approximately 2000 feet at the time of exposure. The observer also reports being able to see clearly a canopy or enclosure. The visual acuity of an average person would allow for this perception, but certainly not much further as the subject had low visual contrast, being gray against a gray sky. If we can establish the distance from camera to subject, we will have quantity #1. The report states that a 620 camera was used, indicating several possibilities, since the 620 is nomenclature for the spooling and width of the film we may have negatives $2\frac{1}{2} \times 2\frac{1}{4}$ ", $2\frac{1}{2} \times 3\frac{1}{2}$ " and $2\frac{1}{2} \times 4\frac{1}{4}$ ". The sample submitted had been cut and it was not possible to establish the exact frame size. The $2\frac{1}{2} \times 2\frac{1}{4}$ " size was ruled out, leaving $2\frac{1}{2} \times 3\frac{1}{2}$ " and $2\frac{1}{2} \times 4\frac{1}{4}$ ". If it were the former, then the focal length of the lens would be 4", and using 2000 feet as the approximate subject distance and the image size at $7/64$ ", we have an approximate size of 44 feet as the diagonal of the object. Now if we choose the latter value of 5" for focal length, we have an approximate value of 55' for the diagonal. Points of measurement are indicated from x to x on Exhibit "A".

c. It should be pointed out, the need for more detail in reports is brought out in this report. A summary would suggest the following points:

- (1) Name of camera, type of film used, developer as well as time and temperature, exposure time, focal length of lens and F value used.
- (2) If possible, the camera should be aimed to include some ground and horizon as this will help fix the distance from camera to subject by imaging reference points. These reference points can be referred to for evaluation.

1 Incl
Exhibit "A"

Lewis C. Gust
LEWIS C. GUST, Chief
Technical Projects Office
Intelligence Department

LG/amb
23227
Bldg 662

CONFIDENTIAL

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 July 1947 Incident # 40
2. Time 1600
3. Location Phoenix, Arizona
4. Name of observer William Albert Rhodes
5. Occupation of observer N/S
6. Address of observer 4333 N. 14th St., Phoenix, Arizona
7. Place of observation 37° 27' N 112° 3' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 2,000 ft to 5,000 ft
12. Speed 400-600 MPH
13. Direction of flight ~~NE~~ NE to West
14. Tactics Spiraled down from 5000' to 2000 ft and then ascended at 45° angle
15. Sound Noise like jet on approach - no sound heard while in view
16. Size 20-30 ft
17. Color grey
18. Shape elliptical
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions Cumulus clouds
23. Effect on clouds N/S
24. Sketches or photographs Photos (2)
25. Manner of disappearance N/S
26. Remarks: (Over)

CONFIDENTIAL

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Object appeared elliptical in shape and had a diameter of 20-30 feet. When first seen it was at about 5,000 ft and traveling from 400 to 600 MPH. Its grey color rendered it difficult to perceive at a distance as it blended with the clouds. Although a jet-like noise was heard prior to the object's appearance no audible sound was produced while it remained in view. The tail of the object had two points on the outside area, visible as it made its two left-to-right circles which had an approximate radius of $1/4$ to $1/2$ miles. The object had what appeared to be a cockpit canopy in the center which extended toward the back and beneath the object. The "cockpit" did not protrude from the surface but was clearly visible with the naked eye. The object did not revolve on its own axis. It had no discernible landing gears nor propellers. It appeared to have an excellent air foil (tapered from wing tip to wing tip). Mr. Rhodes thought that the 10-15 MPH wind velocity which caused a rustling of tree leaves might have made it impossible for him to hear any noise connected with the object. He also stated that he thought the object was the Navy's new "Flapjack Plans" but altered his opinion since the object seemed to have no landing gears and no propellers. (The Navy ship is illustrated as having both). Rhodes managed to take one photograph of the object at its lowest point (about 2000 ft) and another as it turned out of its second spiral and started upward.

CONFIDENTIAL

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CONFIDENTIAL

Request for Additional Information on Camera (Hush, Incident #40)

NCIAXD

NOIA

27 Feb 48

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1. Reference is made to inclosed copy of "Memorandum for the Officer in Charge", dated 14 July 1947, pertaining to pictures taken by Mr. William Albert Rhodds.

2. It is requested that action be taken to obtain the information listed below so that it will be possible to determine the size of the object:

- a. Name of the camera used.
- b. The exact frame size.
- c. Focal length of lens and "F" value used.

1 Incl

Memo dtd 14 Jul 47 (in dup)

A. C. LOEBDING
Technical Assistant
Analysis Division
Intelligence Department

FHL/emb
2-3286
Rm 252
Bldg 11A

Enc 40

CONFIDENTIAL

CONFIDENTIAL
COPY

**UNIDENTIFIABLE OBJECTS
WILLIAM FIELDS, CHANDLER,
ARIZONA**

14 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 8 July 1947, this Agent obtained pictures of unidentifiable objects, (Exhibits 1 and 2) from the managing editor of the Arizona Republic newspaper. The pictures were taken by Mr. William Rhoads, 4333 E. 14th St., Phoenix, Arizona, at sunset, on 7 July 1947. The subject objects flew at unconceivable speeds, making three circles in the vicinity of Mr. Rhoads' home. The pictures were taken with a box camera, size 630. The photograph (Exhibit 1) was taken as the object passed in front of Mr. Rhoads, and Exhibit 2 as the object turned towards Mr. Rhoads. The height of the object was estimated at 1000 feet.

AGENT'S NOTES: See Exhibits 1 and 2, photographs of unidentifiable objects, enlarged approximately 20 times. No further reports have been received by this office of objects seen by military personnel.

Lyman C. Aldrich, Special Agent, CIC - AAF, WBERO

CONFIDENTIAL

MCLAHO-3

Mr. William A. Rhodes
1337 North 14th Street
Phoenix, Arizona

Dear Mr. Rhodes:

Receipt of your letter to Col McCoy is acknowledged.

A letter has been written to Mr. Louis Lawrence as per your suggestion in an attempt to secure copies of the photographs mentioned.

It would be appreciated if you would forward any additional information about this or other sightings that may come to your attention.

Yours very truly,

H. M. MCCOY
Colonel, USAF
Chief of Intelligence

Dec 40

PANORAMIC RESEARCH
LABORATORY AND OBSERVATORY

WM. A. RHODES
CHIEF OF STAFF

4327 N. 14TH STREET
PHOENIX, ARIZONA

MCIAID-3/JCB/mv

16 June 1948

MCIAID-3

Mr. Lewis Larnore
2625 North 10th Street
Phoenix, Arizona

Dear Mr. Larnore:

During the course of an intelligence investigation concerning the sighting of an unidentified aerial object over Phoenix, Arizona, on or about 7 July 1947, it has come to the attention of this Headquarters that you took, or have in your possession, several photographs of the object in question.

It would be appreciated if you could furnish this Headquarters with copies of these photographs together with a complete report of the circumstances surrounding the sighting of this object. Since this Headquarters is charged with performing investigations on all unidentified aerial objects it is requested that all possible information on this or any other future sightings be forwarded to this Headquarters, attention MCIAID-3.

Yours very truly

JCB

W. R. CLINSMAN
Colonel, USAF
Chief, Technical Intelligence
Division
Intelligence Department

Follow up 16 June

Jan 40

A. G. P.	
PRIORITY	<input checked="" type="checkbox"/>
ROUTINE	
MULTIPLE ADDRESS	

TELETYPE MESSAGE

AIR SERVICE COMMAND TELETYPE NETWORK

McKAND-3-1

FROM: **AMC**

DATE: **8 June 1948**

TO: **Mr William A. Rhodes
4556 North 14th Street
Phoenix, Arizona**

V. R. CLINEBORN
Colonel, USAF
Chief, Technical Intelligence Div
Intelligence Dept.
NAME, RANK AND TITLE OF AUTHENTICATING OFFICER

CLASS:

McKAND-6-1. REQUEST ANSWER BY GOVERNMENT COLLECT TELEGRAM AS TO WHEN ANSWER TO LETTER THIS HQ DATED 26 MAY CAN BE EXPEDITED. DIRECT ANY REPLY TO TECHNICAL INTELLIGENCE DIVISION, McKAND-3.

Inc 404

COORDINATION

C. & M. C. O.	COMM. OFFICER	NAVY/ARMY	NAVY	NAVY	NAVY	OTHER

CONFIDENTIAL

WELLS/JCB/aw

Flight Sergeant
WELLS

MCLAHO-3

MAY 26 1948

Mr. William A. Rhodes
1337 North 14th Street
Phoenix, Arizona

Dear Mr. Rhodes:

Reference is made to your interview of 7th May 1948 with Lt Col Ross and Mr. A. G. Harding, representative of the Technical Intelligence Division, this Headquarters. Information is requested concerning the status of the additional report you promised to submit relative to pictures of your sighting made 7 July 1947 of an unidentified aerial object. Information is also desired as to whether or not you were able to secure copies of photographs taken on or about the same date as your original sighting by another civilian in Phoenix.

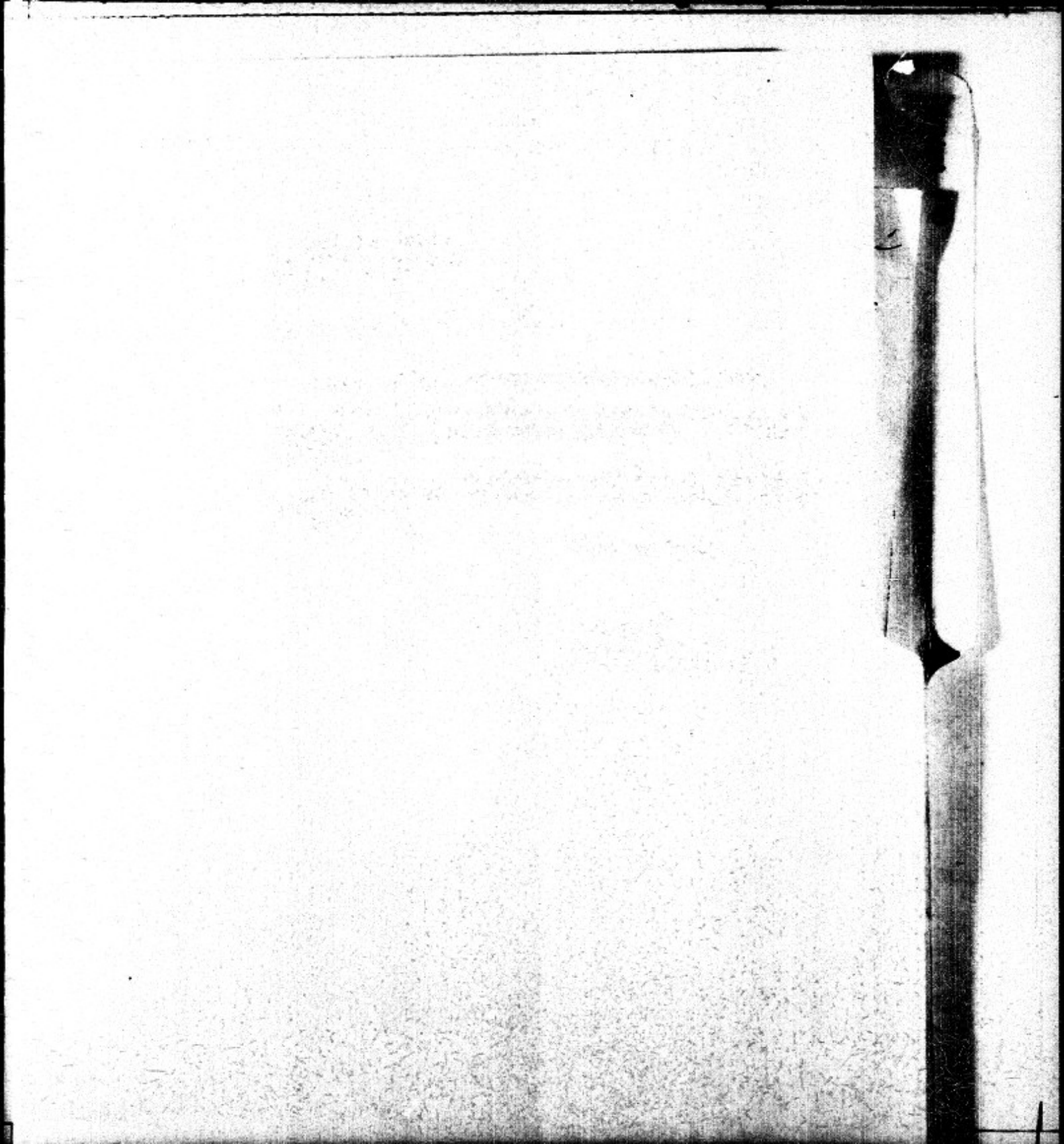
In the event it is possible to furnish Government transportation, would you consider making the trip to Wright-Patterson Air Force Base for another interview? Information as to how we are available for any additional requirements. Please refer your reply to the attention of WELLS, as indicated in the upper left-hand corner of this letter. This procedure facilitates prompt handling of your communication.

This document contains information affecting the national security of the United States within the meaning of the Espionage Act of 1917 and the Espionage Act of 1950, and the transmission or the revelation of its contents in any manner to an unauthorized person is prohibited.

Very truly,

W. A. Wells

Please return file copy showing date to MCLAHO-3



Incident # 411

SECRET

U 30176-A-4

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 42

1. Date 11 July 47
2. Time N/S
3. Location Elmendorf Fld., Anchorage, Alaska
4. Name of observer Col Bruce H. Perry &
Maj Wm E. Geyser
5. Occupation of observer 59th Airways & ACS Group
6. Address of observer Elmendorf fld (59th Airways & ACS Group)
7. Place of observation 61° 10' N-145° 0' W
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed great
13. Direction of flight South
14. Tactics N/S
15. Sound N/S
16. Size Three ft in diameter
17. Color aluminum
18. Shape round
19. Odor detected N/S
20. Apparent construction aluminum
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: Object resembling an aluminum colored balloon about three feet in diameter was seen at an undetermined altitude flying at great speed in a north to south direction.

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U-30176-A-4

MESSAGEFORM		SAGE CENTER NO. CR 97	TRANSMITTING MEDIUM ROUTINE	CRYPTOGRAPH OR CLEAR TEXT	
CALLS V	PR. OR. OR. NO.	PRECEDENCE CONFIDENTIAL	TRANSMISSION INSTRUCTIONS	ORIGINATOR	DATE-TIME GROUP 120047Z July 47 GROUP COUNT 01
ACTION INFORMATION EXEMPT OPERATING SIGNALS					
SPACE ABOVE FOR SIGNAL CENTER ONLY					
FROM: (Originator) FIVE 59th AAGC Group Elmendorf Alaska			SECURITY CLASSIFICATION CONFIDENTIAL		
ACTION TO: COMAS ATE ASSISTANT CHIEF OF STAFF INTELLIGENCE			PRECEDENCE FOR ACTION INFORMATION		
INFORMATION TO:			<input type="checkbox"/> ORIGINAL MESSAGE		
			REFERS TO ANOTHER MESSAGE IDENTIFICATION CLASSIFICATION		
<p>OBJECT RESEMBLING AN ALUMINUM COLORED BALLOON ABOUT THREE FEET IN DIAMETER WAS REPORTED SEEN AT AN UNDETERMINED ALTITUDE FLYING AT A GREAT SPEED IN A NORTH TO SOUTH DIRECTION PD OBSERVATION WAS MADE IN VICINITY OF ELMENDORF FIELD AT ONE ONE TWO ONE ZERO ZERO ZERO BY COLONEL PERRY AND MAJOR GUYER THIS HEADQUARTERS PD</p> <p>COPY</p> <p>Paraphrase not required. Handle as CONFIDENTIAL correspondence per paragraphs 51i and 60a (4), AR 300-5, 15 August 1946.</p>					
SECURITY CLASSIFICATION CONFIDENTIAL OPERATING SIGNALS			AUTHORIZATION		
SYMBOL	DATE-TIME GROUP	OFFICIAL TITLE	PAGE OF		

SECRET

Extract from Weekly Intelligence Summary, ATU, 16 Jul 67

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1967, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Eric Kearney, has reported to personnel of the 1300th AAF Base Unit, ATU, Newfoundland Base Command, Fort Pepperell that on 9 July at 2230 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "30,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVV weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John M. Mohrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather reports indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NE course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1300th AAF Base Unit, ATU, Harmon Field, Stephenville, who relayed Mohrman's and Woodruff's report to this office state that halochromic pictures were taken of the disc which are now being developed, probably by Harman at Rochester, New York, and that Woodruff will forward the prints "as seen as received". On 11 July 1967, Col Bruce E. Perry and Major William E. Saper of the 59th Airway and Air Communications Service Group, Ellsworth Field, Anchorage, observed an object resembling an aluminum colored balloon "about 5 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NE direction in the vicinity of the field. On 12 July at 0830 hours local time (0400Z), Major Edward Gustin of this same unit and some unidentified officers of the Alaskan Department observed a grayish balloon "approximately 10 feet in diameter" in the vicinity of Ellsworth Field flying in a NE direction following the course of the mountain five mile way. The object was reported as flying at an altitude of "1000 feet" at an estimated rate of "100 miles per hour", paralleling the course of a C-47 having top a 20 mile per hour wind. This office can draw no conclusions on the basis of the above summary item based on reports originating from rural areas in Hungary, which

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24-30174-A-4

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than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Low of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radios that reported the Elmsdorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Amherst area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: SECRET

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Incident # 43

Incident # 112

SECRET

u 30176-A-5

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **12 Uly 1947** Incident # 42
2. Time **1430**
3. Location **Elmendorf Fld., Anchorage Alaska**
4. Name of observer **Maj Edward Graham**
5. Occupation of observer **USAF**
6. Address of observer **59th Airways and Communications Group**
7. Place of observation **Elmendorf Fld. (61° 10' N 148° 0' W)**
8. Number of objects **1**
9. Distance of object from observer **~~1/2~~ 5 miles away**
10. Time in sight **several minutes**
11. Altitude **1,500 ft**
12. Speed **100 MPH**
13. Direction of flight **NW**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **10 feet in diameter**
17. Color **grayish balloon**
18. Shape **round**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

SECRET

U-30176-A-5

SECRET

Major Edward Graham and some unidentified officers of the Alaskan Command observed a grayish balloon approximately 10 feet in diameter in the vicinity of Elmendorf Fld. flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of 1500 feet at an estimated rate of 100 MPH; paralleling the course of a C-42 landing into a 20-mile per hour wind.

NOTE: See also incidents 41 and 38. (Info extracted from wkly Intel Summary ATC 16 July 1947)

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Extract from Weekly Intelligence Summary, ATU, 16 Jul 47

"FLYING OBJECTS REPORTS SUMMARY": The following is a digest of the only current reports that have been received through the Intelligence system of this Command concerning unidentified flying objects. On 10 June 1947, rumors were drifting into Budapest from rural areas in Hungary to the effect that "silver balls were flashing across the sky in daytime." No accurate description or confirmation of this report was obtained. A Newfoundland constable named Iris Kearney, has reported to personnel of the 1200th AAF Base Unit, ATU, Newfoundland Base Command, Fort Pepperell that on 9 July at 2330 hours local time (0200Z), he observed for a few seconds four "egg-shaped phosphorus colored discs" followed ten minutes later by a fifth similar object moving through the air in the vicinity of Grand Falls, Newfoundland. According to the constable, all objects were flying east, moving very fast, and parallel to the ground, at an altitude of "20,000 feet". The first four were in trail formation. The constable described the shape of these objects as being like a "barrel head or egg" with "black spots on the tail end" but "leaving no smoke trail". The Newfoundland Base Command reports also mention a second unidentified observer of these objects, who described them as being "three-leafed" in shape. A check of weather records reveals that CAVU weather prevailed in the Grand Falls region at the time these objects were reported as being seen. Mr. John M. Mohrman, Supervisor of Mechanics for Trans World Airlines and Mr. J. E. Woodruff, Senior Maintenance Supervisor, for Pan American Airways, both stationed at Harmon Field, Newfoundland, report that on 10 July at 1730 hours local time (2000Z), they observed over that installation a circular wagon wheel-shaped disc of silver color which, at its estimated altitude of "10,000 feet", appeared to be of equal size to the wing span of a C-54. Weather reports indicate that the weather at Harmon during the time this incident occurred was clear with scattered cumulus clouds at an altitude of from eight to ten thousand feet. These two men report that the disc was first sighted when it appeared about six miles SEW of Harmon; the two observers report that the disc seemed to "cut the clouds as it passed" over on a NEW course leaving a "bluish black trail approximately fifteen miles long" which is described as similar in appearance to the beam seen for an instant after a high powered landing light or search light has been switched off. Personnel of the 1200th AAF Base Unit, ATU, Harmon Field, Stephenville, who relayed Mohrman's and Woodruff's report to this office state that instantaneous pictures were taken of the disc which are now being developed, probably by Eastman at Rochester, New York, and that Woodruff will forward the prints "as soon as received". On 11 July 1947, Col Bruce H. Ferry and Major William S. Aycock of the 25th Air Group and Air Communications Service Group, Elmendorf Field, Anchorage, observed an object resembling an aluminum colored balloon "about 3 feet in diameter" travelling at an unidentified altitude "at a great speed" in a NEW direction in the vicinity of the field. On 12 July at 0200 hours local time (0200Z), Major Edward Fisher of this command unit and some unidentified officers of the Alaska Department observed a green balloon "approximately 10 feet in diameter" in the vicinity of Elmendorf Field flying in a NW direction following the contour of the mountains five miles away. The object was reported as flying at an altitude of "2000 feet" at its estimated rate of "100 miles per hour", paralleling the course of a C-47 heading into a 20 mile per hour wind. This office has drawn no conclusions as the result of the above summary data based on reports emanating from rural areas in Hungary concerning

June 38

June 37

June 27

June 41

June 42

SECRET

24-36176-A-5

SECRET

than to point out that these Hungarian rumors were recorded fifteen days prior to the first time flying objects, commonly called "saucers", were reported over various areas of the Zone of Interior. Nor is anything known at this office that would add to or detract from the until recently, unfamiliar descriptions briefly presented in the Newfoundland reports. The brief text gives rise to obvious doubts and questions that can be clarified only by an evaluation and further interrogation of the sources from whence these reports were derived. However, an analysis of the two radars that reported the Elmendorf sightings have led the Intelligence Officers of this Headquarters to point out the following considerations. It is very difficult to judge the size, speed and altitude of an unknown object at the reported distance of five miles. The account of the object sighted would tend to describe a weather pibal. In this regard it is noted that it is standard operating procedure for weather stations to release pibals every six hours daily - at 0400Z, 1000Z, 1600Z and 2200Z. It is pointed out that the 12 July sighting approximates the time at which one of these daily pibals is released. It is also pointed out that in the Anchorage area, it is believed to be not uncommon for surface winds and winds at an altitude of 1000 feet or more to move in opposite directions.

Classification: **SECRET**

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MESSAGEFORM		AGE CENTER NO.	TRANSMITTING HEADS	HYPOGRAPH OR CLEAR TEXT	
CALLS	SAL. SER. NO.	PRIORITY	OPERATING INSTRUCTIONS		DATE-TIME GROUP
V		PRIORITY			122148Z July 47
ACTION	INFORMATION	EXEMPT	OPERATING SIGNALS		GROUP COUNT
					02
SPACE ABOVE FOR SIGNAL CENTER ONLY					
FROM: (Originator)			SECURITY CLASSIFICATION		
FINN 59th AAGS Group Elmendorf Alaska			CONFIDENTIAL		
ACTION TO:			PRECEDENCE FOR		
COMAS ATTN ASST CHIEF STAFF INTELLIGENCE			ACTION INFORMATION		
INFORMATION TO:			<input type="checkbox"/> ORIGINAL MESSAGE		
			REFERS TO ANOTHER MESSAGE		
			IDENTIFICATION CLASSIFICATION		
<p>OBJECT RESEMBLING A GRAYISH BALLOON APPROXIMATELY ONE ZERO FEET IN DIAMETER OBSERVED FROM ELMENDORF FIELD FLYING IN NORTHWEST DIRECTION FOLLOWING CONTOUR OF MOUNTAINS FIVE MILES AWAY PD OBJECT FLYING ALTITUDE ONE FIVE ZERO ZERO FEET ESTIMATING ONE ZERO ZERO MILES PER HOUR IT WAS OBSERVED PARALLELING THE COURSE OF CHARLIE BUSH FOUR SEVEN LANDING NORTHWEST INTO TWO ZERO MILE PER HOUR WIND PD OBJECT WAS OBSERVED ONE TWO ZERO FOUR THREE ZERO THREE FOR SEVERAL MINUTES BY MAJOR GRAM THIS HEADQUARTERS SEVERAL OFFICERS FROM ALASKAN DEPARTMENT SUBSTANTIATED HIS STORY PD</p> <p>C O P Y</p> <p>Paraphrase not required. Handle as CONFIDENTIAL correspondence per paragraphs 51i and 60a (4), AR 300-5, 15 August 1946.</p>					
SECURITY CLASSIFICATION			AUTHORIZATION		
CONFIDENTIAL					
OPERATING AGENCY		DATE-TIME GROUP	OFFICIAL USE		PAGE OF

Incident # 42

Incident # 43

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 29 June 1947 Incident # 43
2. Time 1645 - ^{4:45} ~~1645~~ P. M.
3. Location 7 miles out of Clarion Iowa in direction of Mason City, Iowa
4. Name of observer Dale Bays
5. Occupation of observer Had been bus driver
6. Address of observer Box 12, Crocker, Mo.
7. Place of observation 7 miles out of Clarion - 42° 43' N - 93° 44' W
8. Number of objects 5 in first group; 13 in second
9. Distance of object from observer N/S
10. Time in sight several minutes
11. Altitude 1200 ft
12. Speed 300 MPH
13. Direction of flight South by Southeast and North Northwest
14. Tactics Observed single file
15. Sound sound like that of an electric motor or dynamo
16. Size From 175 to 250 ft in diameter by 12 feet in thickness
17. Color "dirty" white
18. Shape between a circle and an oval - inverted saucer
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs N/S
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

About 7 miles out of Clarion, Iowa, observer saw an object shoot across the sky in front of the bus he was driving. It was followed by four more. The height appeared about 1200 feet. Observer stepped out of the bus which was facing east and noticed some dots in the sky approaching from the opposite direction. They were flying about the same altitude at a speed of about 300 MPH. These 13 objects flew in a single file. Roughly, the objects were between a circle and an oval in shape. In appearance they looked like an inverted saucer flying thru the air. The thickest part seemed to be about 12 feet. The diameter could have been anywhere from 175 to 250 feet. They were dirty white in color. The second group disappeared into the NW sky in a matter of a few minutes. They made a noise as they passed overhead similar to an electric motor or dynamo.

RESTRICTED

ING STORIES in peace, without wanting to dash off a dinger.

K. A. Gookin
Carmel Radio & Sound Service
Box 1865,
Carmel, Calif.

We, too, wish we knew what was on the other side of that marble wall! As for the locality, we've heard a great many sensational stories of what the army is finding in Carlsbad Caverns. You know, tourists are no longer allowed to visit that cave, according to a newspaper story recently published, which caused something of a sensation.
—Ed.

MORE FLYING DISCS

Sirs:

I bought the October issue of AMAZING STORIES about a week ago, but for some reason or other, I haven't had the time read it until this morning. I noticed in the "Observatory" your article about the flying discs, asking for information about them.

Until the 8th of this month, I was driving a bus for the Des Moines, Springfield and Southern Routes, 312 2nd Street, Des Moines, Iowa. I was discharged on this date due to the fact that the traffic manager and myself [could] not get along together.

But to get along with my story. On June 29, 1947 I left Des Moines, Iowa at 1:30 P.M. on my regular schedule, bound for Mason City, Iowa, a distance of 165 miles. I had been reading the "Flying Saucers" tales in the newspapers, but I had been scoffing at them. When I was about 7 miles out of Clarion, Iowa there was an object shot across the sky in front of me at a roughly estimated height of 1200 feet. This object was rather large and was followed by four more. And as I am one of these fellows that has to find out what it is going on when anything happens, I stopped the bus and got out. When I stepped out of the bus, which was facing east, I noticed some dots in the sky coming from the opposite direction from which the first five went, which was roughly south by southeast. In this group there were 13 objects flying in a single file. These were about the height as the first and as near as I know at a speed of about 300 m.p.h. These were, roughly, between a circle and an oval, in shape. In appearance they looked like an inverted saucer flying through the air. At the thickest part they were, I would say about 12 feet thick. And as for the diameter they could have been anywhere from 175 to 250 feet. And they were a "dirty" white in color. These disappeared into the N.N.W. sky in a matter of a couple of minutes. They made a noise when they went over head like an electric motor or dynamo. I saw the discs at about 4.45 P. M.

Editor, I'm not one of those fellows who can be impressed by what the public says, and I am not subject to attacks of nerves, nor does my imagina-

tion ever run away with me. When I see anything it is really there. And I saw the discs. As for what they were or where they came from, I am completely in the dark. But I will say "they are not native to the planet earth". Or such is my belief.

I have been interested in Science-fiction and facts concerning the stars ever since I could read. The first I ever read was "Buck Rogers" of the comic strip. Then a fellow who ran a newsstand gave me a bundle of science fiction with the covers torn off. I guess this was about 1936. I was about nine years old then. I am 21 now. So you can see how long I've been reading it.

I've always been interested in interplanetary travel. Hope, some day, I can do some myself. Richard Shaver and I see eye to eye on these stories he has written. I know of some things that have happened, similar to what happened to him. If you would be interested get in touch with me, and I'll be glad to write them to you—confidential, cause whenever I think of one of them, there is a deadly coldness settles in my mind. I've never told anyone about them cause they'd think I was stark, raving mad. In fact, it scares me. So if it will help matters any, for God's sake, let me tell them. Every time I think of this one deal, it seems if there is something takes hold of my brain and begins to squeeze. And until I start to think about something else, I am in agony. If you want my experience, please let me know.

How about a lot more interplanetary stories in AMAZING STORIES. Keep up the good work. Hoping to hear from you soon, I am.

Dale Bays
Box 12
Crocker, Mo.

Of course we'd like you to tell us anything you care to—and we won't laugh at it. We know better. Thanks for your report on saucers. You presented the case precisely and correctly. You will be hearing more about the saucers shortly.
—Ed.

RADIATION IN OUR ATMOSPHERE

Sirs:

I have waited until now to discuss Rog Phillips' novel "So Shall Ye Reap" because I wished to make some observations upon the reaction of nucleons on cosmic radiation in regards to atmospheric and also subatmospheric conditions.

As I understand it the nucleons taking the place of alpha particles in our atmosphere would cause the heavy side layer to lose much of its impedance against the mutational cosmic rays. Likewise the gamma radiations would also cause changes in the hereditary patterns of the genes of living organisms. As you know long exposure to X-Rays will cause sterility. X-Rays are very low frequency as compared to cosmic and gamma radiations, therefore it is evident that there must be

(Continued on page 172)

Incident # 13

Incident # 44

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 June 47 Incident # 44
2. Time 3:43 P. M.
3. Location 16 miles NW of Milwaukee
4. Name of observer N/S - brother to Marion Beuscher who reported incident
5. Occupation of observer "farmer"
6. Address of observer ~~N/S~~ Rockfield, Wisconsin
7. Place of observation 16 miles NW of Milwaukee 43° 05' N 88° 22' W
8. Number of objects ~~seventeen~~ seven to ten
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed "like blue blazes"
13. Direction of flight south
14. Tactics N/S
15. Sound ~~N/S~~ None
16. Size N/S
17. Color N/S
18. Shape "saucer"
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blazes" and didn't make any noise and were headed south.

Witness did not report this info. It was reported by Marion Beucher, a sister. Her address is Menomonee Falls, Wisc.

Reported in Amazing Stories, Page 170

RESTRICTED

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92

FLYING SAUCER WITNESS

Sirs:

I have just finished reading the October issue of AMAZING STORIES, in which you ask for "flying saucer" information.

Here is what I know: On June 28, 1947, at 3:43 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blue blazes"—didn't make any noise and were heading approximately south (Rockfield, where my brother's farm is, is just 16 miles northwest of Milwaukee). But what is really strange is that same afternoon the discs were seen over Illinois (they must have been the same ones). This information was given on June 29th—Sunday—over WGN—"The Latest News" at 8 to 8:15 A. M. with Charles Sebastian. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valueless to you. At any rate please keep this confidential. Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have many more of them.

Marion Bouscher
Mt Wisconsin Falls, Wisc.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will, in a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers send them in. Rough drawings would also be helpful.—Ed.

I. client # 101

Incident # 44

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 25 June 47 Incident # 44
2. Time 3:43 P. M.
3. Location 16 miles NW of Milwaukee
4. Name of observer N/S - brother to Marion Benschler who reported incident
5. Occupation of observer "farmer"
6. Address of observer ~~N/S~~ Rockfield, Wisconsin
7. Place of observation 16 miles NW of Milwaukee 43° 05' N 88° 22' W
8. Number of objects ~~seventeen~~ seven to ten
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed "like blue blazes"
13. Direction of flight south
14. Tactics N/S
15. Sound ~~N/S~~ None
16. Size N/S
17. Color N/S
18. Shape "saucer"
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

Witness saw the flying saucers (about seven to ten of them) which flew directly over their home. Said they went like "blue blases" and didn't make any noise and were headed south.

Witness did not report this info. It was reported by Marion Bouscher, a sister. Her address is Menomonee Falls, Wisc.

Reported in Amazing Stories, Page 170

RESTRICTED

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92

FLYING SAUCER WITNESS

Sirs:

I have just finished reading the October issue of AMAZING STORIES, in which you ask for "flying saucer" information.

Here is what I know: On June 28, 1947, at 3:43 P. M. my brother saw the flying saucers—about seven to ten of them—which flew directly over our house. He said they went like "blue blazes"—didn't make any noise and were heading approximately south (Rockfield, where my brother's farm is, is just 16 miles northwest of Milwaukee). But what is really strange is that same afternoon the discs were seen over Illinois (they must have been the same ones) This information was given on June 29th—Sunday—over WGN—"The Latest News" at 8 to 8:15 A. M. with Charles Sebastin. He reported that the discs had been sighted over Illinois the preceding afternoon.

Perhaps the information is valueless to you. At any rate please keep this confidential. Our neighbors think we're slightly "queer" to have seen the discs. (I didn't see them but I believe my brother.)

I have been following the Shaver stories and I hope you have many more of them.

Marion Beuscher
Menomonie Falls, Wisc.

The flying saucers are real, and you can be sure of that! Let your neighbors think what they will, in a few months you will be able to prove how good your brother's eyesight is! Thanks for your report, and we hope many more readers send them in. Rough drawings would also be helpful.—Ed.

Incident # 44

Incident # 45

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **28 June 47** Incident # **45**
2. Time **afternoon**
3. Location **Illinois**
4. Name of observer **N/S - Taken f/"The Latest News" at 8 to 8:15 A. M.
w/Charles Sebastian**
5. Occupation of observer **N/S**
6. Address of observer **N/S**
7. Place of observation **Illinois**
8. Number of objects **7 to 10**
9. Distance of object from observer
10. Time in sight
11. Altitude
12. Speed
13. Direction of flight
14. Tactics
15. Sound
16. Size
17. Color
18. Shape
19. Odor detected
20. Apparent construction
21. Exhaust trails
22. Weather conditions
23. Effect on clouds
24. Sketches or photographs
25. Manner of disappearance
26. Remarks: **This info was broadcast 29 June 47 at 8:00 A. M. over
WGN "The Latest News". Charles Sebastian, announcer.**

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(over)

RESTRICTED

The radio announcer stated that the discs had been sighted over Illinois the preceding afternoon (28 June 48).

The announcement of this program was taken from a letter published in "Amazing Stories" dated Jan 48.

RESTRICTED

Incident # 145

Incident # 46

SECRET

U 32234-B-1

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **22 June 47** Incident # 46
2. Time **11:30 A. M.**
3. Location **Greenfield, Mass**
4. Name of observer **Edward L. De Rose**
5. Occupation of observer **N/S**
6. Address of observer **Greenfield, Mass.**
7. Place of observation **Greenfield, Mass. 42° 35' N 72° 42' W**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **eight to ten seconds**
11. Altitude **1,000 +**
12. Speed **As fast as a speeding plane or faster**
13. Direction of flight **Northwesterly direction**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **"small"**
17. Color **silvery-white**
18. Shape **round and irregular**
19. Odor detected **N/S**
20. Apparent construction **N/S - like polished aluminum**
21. Exhaust trails **N/S**
22. Weather conditions **N/S - but object reflected sunlight very strongly.**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **obscured by cloud bank**
26. Remarks: **(over)**

SECRET

U-32234-B-1

SECRET

De Rose saw a "brilliant, small round-shaped, silvery white object" which moved in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 ft or more. It stayed in view for eight or ten seconds until obscured by a cloud bank. The object reflected sunlight very strongly as though it were of polished aluminum or silver. Other than to say it "appeared round and irregular" de Rose was unable to determine its shape. It did not resemble any weather balloons he had ever seen. He stated "I can assure you it was very real."

SECRET

Incident 46
U-3224-B-1

Extract from Weekly Intelligence Summary, ATC, 30 Jul 47

FLYING OBJECT REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The A-2 of the Atlantic Division, ATC, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:30 A.M., 22 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a cloud bank. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He adds that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James H. Burniston, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it travelled over three-quarters of the visible sky. Burniston could distinguish no definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a C-54 and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to be made by competent observers having no motive other than to give accurate information - de Rose requesting no publicity result. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Burniston's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to correspond are the facts that both objects are reported as moving somewhat faster than a fast aircraft and both objects reflected the sun strongly.

(Source: ATLD - PACD)

SECRET

U-11114-1

Incident # 47

SECRET

U 32234-B-2

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **6 July 47** Incident # **47**
2. Time **N/S**
3. Location **Fairfield-Suisun Air Base, Calif.**
4. Name of observer **Capt James H. Burniston**
5. Occupation of observer **Capt, USAF**
6. Address of observer **N/S**
7. Place of observation **Fairfield Suisun AF Base 122° 03' N 38° 19' W**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **60 seconds**
11. Altitude **10,000 ft**
12. Speed **in excess of any known aircraft**
13. Direction of flight **Southeasterly.**
14. Tactics **rolled from side to side three times - one side reflected sun strongly from its surface - other gave no reflection**
15. Sound **could not be determined - due to aircraft in vicinity**
16. Size **About that of a C-54**
17. Color **indefinite**
18. Shape **indefinite**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Sunlight**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

SECRET

U-32234-B-2

SECRET

Object traveled in a southeast direction at an estimated height of 10,000 ft or more and at a speed in excess of any aircraft he had ever seen. It was under observation for approx 60 seconds during which time it traveled over $\frac{3}{4}$ of the visible sky. No definite color or shape could be determined. The object appeared to roll from side to side three times, and one side reflected the sun strongly from its surface while the other gave no reflection. He thought the size about that of a C-54. He states that ~~just~~^{at} the time the object completed the roll it became very difficult to see and almost disappeared. No sound could be attributed to the aircraft.

SECRET

U-2234-3-2
Incident 47

Extract from Weekly Intelligence Summary, ATC, 30 Jul 47

FLYING OBJECT REPORTS: Two more flying object incidents have been reported, coming from opposite sides of the United States - one from Greenfield, Massachusetts and one from Fairfield-Suisun Army Air Base, California. The A-2 of the Atlantic Division, ATC, relayed the report of Edward L. de Rose concerning his observation of an unidentified flying object while working outdoors at 11:30 A.M., 22 June 1947, in Greenfield, Massachusetts. De Rose said there appeared across his line of vision a "brilliant, small, round-shaped, silvery white object" moving in a northwesterly direction as fast or possibly faster than a speeding plane at an estimated altitude of 1,000 feet or more. The object stayed in view for eight or ten seconds until obscured by a cloud bank. It reflected the sunlight very strongly as though it were of polished aluminum or silver. Other than to say that it appeared to be round and irregular de Rose was unable to determine its shape. He adds that it did not resemble any weather balloons he had ever seen and that "I can assure you it was very real". The California report was made by Air Corps Captain James H. Burniston, who says that on 6 July 1947 while at Fairfield-Suisun Army Air Base he observed an object travelling in a southeasterly direction at an estimated height of 10,000 feet or more and at a speed in excess of that of any aircraft he had ever seen. The object was in his view for approximately sixty seconds during which time it travelled over three-quarters of the visible sky. Burniston could distinguish no definite color or shape. It appeared to roll from side to side three times during his observation and one side reflected the sun strongly from its surface while the other gave no reflection. He estimates the size to be about that of a C-54 and states that between the time the top of the object was visible and the time it rolled over so that the bottom became very difficult to see and almost disappeared. Because of the noise of an aircraft engine in the vicinity he was unable to attribute any sound to the object. Both of these reports appear to be made by competent observers having no motive other than to give accurate information - de Rose requesting no publicity result. It is noted that while the object de Rose observed is described as small and flying at an altitude of approximately 1,000 feet, while Burniston's object was larger and seen at some 10,000 feet, there are strong similarities in both descriptions. Outstanding of the points which tend to correspond are the facts that both objects are reported as moving somewhat faster than a fast aircraft and both objects reflected the sun strongly.

(Source: ATLD & PACD)

SECRET

Incident # 47

Incident # 46

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 48
2. Time between 7:20 and 7:55 P. M.
3. Location Wilmington, Ohio
4. Name of observer s Gale F. Walter, ~~Sgt~~ ^{Col} James Hudson
M/Sgt Irvin H. Lewis, S/Sgt John P. Haag, Sgt Harold E. Olvis & T/Sgt
5. Occupation of observer Control Tower operators Leroy Ziegler
and 4 members of the alert crew
6. Address of observer Clinton County Air Base
7. Place of observation Clinton County AF Base Control Tower
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 35 minutes
11. Altitude N/S
12. Speed terrific bursts of speed
13. Direction of flight SW
14. Tactics hung suspended in the air at intervals and then gained and
lost altitude at seemingly terrific bursts of speed
15. Sound N/S
16. Size N/S
17. Color red
18. Shape cone
19. Odor detected N/S
20. Apparent construction "fire"
21. Exhaust trails gaseous green mist
22. Weather conditions Heavy layer of clouds
23. Effect on clouds intense brightness of sky phenomena pierced thru a
heavy layer of clouds passing intermittently over the area
24. Sketches or photographs none
25. Manner of disappearance disappeared over horizon
26. Remarks: (Over)

CONFIDENTIAL

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CONFIDENTIAL

A sky phenomena which had the appearance of a flaming red cone trailing a gaseous green mist appeared in the southwest skies of Wilmington, Ohio, between 7:20 and 7:55 P. M. Jan 7, 48.

The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed. The intense brightness of the phenomena pierced thru a heavy layer of clouds passing intermittently over the area and obscured other celestial phenomena.

NOTE: See account of an unnamed comet due in the northern hemisphere approx Jan 1. attached.

See incidents 48a, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e 33f and 30 and 32.

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CHEV-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 46a
2. Time 1925 o'clock
3. Location Clinton County Air Field
4. Name of observer LeRoy Ziegler
5. Occupation of observer T/Sgt
6. Address of observer Clinton County AF, Wilmington, Ohio
7. Place of observation Clinton County AF Base
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight ~~Approximately ten to fifteen minutes~~ Thirty-five minutes
11. Altitude high
12. Speed stationary for a while and then made rapid ascents and descents and then to SW with great speed
13. Direction of flight to SW
14. Tactics Vertical ascents and descents at great speed
15. Sound None
16. Size very large
17. Color Same as star
18. Shape circular - starlike - only larger
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails faint exhaust trail when moving up and down or from side to side
22. Weather conditions Cloudy
23. Effect on clouds Object could be seen thru clouds
24. Sketches or photographs None
25. Manner of disappearance over the horizon at about 20:00
26. Remarks: (Over)

CONFIDENTIAL

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Object appeared to be moving up and down and from side to side. At one time the object was covered by a cloud but the light could be seen thru the cloud. It was the same color as a star only very much brighter sometimes changing to a more reddish hue then turning white or yellow. At first it did not appear to be traveling at any speed. Then it seemed to go up and down and sometimes change off and go from side to side at what seemed to be a very great speed. It seemed pretty high in the air - too high to be any kind of a light from the ground. There was no beam. No sound could be heard. A faint exhaust trail was discernible when it moved up or down or from side to side. Finally it began to move away toward the SW at very great speed and disappeared over the horizon at about 20:00.

See: 48, 48b, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f & 30 and 32.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 48b
2. Time 1920 EST
3. Location Clinton County Army Air Field, Wilmington, Ohio
4. Name of observer James H. Hudson,
5. Occupation of observer Corporal, on duty in Control Tower
6. Address of observer Clinton County AAF.
7. Place of observation Control Tower, Clinton County AAF
8. Number of objects 1
9. Distance of object from observer some 15 to 20 miles
10. Time in sight 35 minutes
11. Altitude N/S
12. Speed Hovered then moved with great speed
13. Direction of flight South West
14. Tactics Changed shape on ascent and descent - When it climbed it was right side up - (point up) when descending the point turned down
15. Sound none
16. Size larger than star
17. Color White changing to red to green
18. Shape Triangle
19. Odor detected N/S
20. Apparent construction surrounded with burning gas or something that emanated light
21. Exhaust trails When ascending & descending it appeared to trail a green mist
22. Weather conditions light scattered clouds with a haze toward the SW
23. Effect on clouds Could be seen thru the cloud which passed under it.
24. Sketches or photographs 4 penciled sketches
25. Manner of disappearance disappeared on SW heading at great speed
26. Remarks: (over)

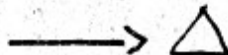
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The object when first sighted appeared white then it turned red. Its real shape could not be distinguished until it descended. It then took the form of a cone or up-side-down triangle. (See Sketch "A")



Sketch "A"

When it ~~descended~~ ^{climbed} it was right side up (Sketch "B")



On ascending and descending it appeared to have a green mist following it
See Sketch "C" —  — green mist

Speed could not be determined in miles per hour for it appeared to hover at spots, then, when it moved, it moved with great speed. After making a vertical descent and ascent it headed due SW at great speed and disappeared at approx 1955 EST. Distance from the field when first sighted was some 5k 15 to 20 miles. There was no sound. The trail, maybe from exhaust, was green (at least thru the field glasses it appeared green) During the time it was under observation a cloud passed under it and the light shown thru.

According to this observer the object was not a balloon, a comet, star or any known aircraft. The light did not come from an aircraft's running lights. The whole object appeared surrounded with burning gas or something which emitted a light.

See also: 48, 48a, 48c, 48d & 33, 33a, 33b, 33c, 33d, 33e, 33f and Incidents 30 and 32.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **7 Jan 48** Incident # **48c**
2. Time **19:30**
3. Location **Clinton County AAF, Wilmington, O.**
4. Name of observer **S/Sgt John P. Haag**
5. Occupation of observer **S/Sgt**
6. Address of observer **Clinton County AAF**
7. Place of observation **Control Tower**
8. Number of objects **1**
9. Distance of object from observer ~~N/S~~ **Around 5 miles from field**
10. Time in sight **25 minutes**
11. Altitude ~~N/S~~ **15,000 to 20,000 ft**
12. Speed **N/S - apparently slow**
13. Direction of flight **heading of 210°**
14. Tactics ~~N/S~~ **Moved from altitude of 15,000 ft to 10,000 ft without noticeable forward or backward motion (about 3 or 4 times)**
15. Sound **N/S**
16. Size **N/S**
17. Color **changing colors (red and green)**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **overcast**
23. Effect on clouds **could be seen thru overcast**
24. Sketches or photographs **None**
25. Manner of disappearance **disappeared over horizon on heading of 210°**
26. Remarks: **(over)**

CONFIDENTIAL

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 7 Jan 48 Incident # 484
2. Time 1920 to 1950
3. Location Clinton County Army Air Fld., Wilmington, O.
4. Name of observer Mr. Ralph L. Stirr
5. Occupation of observer N/S
6. Address of observer Clinton County AAB
7. Place of observation Clinton County AAB
8. Number of objects 1
9. Distance of object from observer Seemed to be at first some
4,000 ft high
10. Time in sight N/S
11. Altitude 4,000 ft+
12. Speed movement slow in appearance
13. Direction of flight approx due west
14. Tactics described arc from point first seen to horizon
15. Sound N/S
16. Size N/S
17. Color fire-colored
18. Shape N/S
19. Odor detected N/S
20. Apparent construction ~~lit~~ "fire"
21. Exhaust trails none - "left no trails or tails like a meteor or comet"
22. Weather conditions clear to scattered
23. Effect on clouds Ex light could be seen when clouds passed beneath it.
24. Sketches or photographs none
25. Manner of disappearance due west over horizon
26. Remarks: (over)

CONFIDENTIAL

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Object seemed to be some sort of flare. Witness thought it was some aircraft in trouble. Requested the tower to take a look at it to determine if it were a flare. It appeared, with the naked eye, to be a very bright light the color of ordinary fire which lost and regained altitude in the manner of a parachute flare riding on thermals. The intensity of the light varied. This was attributed to clouds passing in front below; however, the light was readily discernible thru the clouds. The sky was clear to scattered. When the object was compared to the stars there was a decided difference. Stars were of the usual white; this object was yellow or flame color. When first seen it appeared to be about 4,000 ft but disappearing over the horizon would make it much higher. The movement was very slow in appearance and it left no trails or tails like a meteor or comet. Place of disappearance was approximately due west from position of observer.

NOTE: See also 45, 46a, 46b, 46c, 46d &
33, 33a, 33b, 33c, 33d, 33e, 33f
& 30 and 32

CONFIDENTIAL

TO: WHOM IT MAY CONCERN.

ON THE EVENING OF 7, JANUARY 1948 AT APPROXIMATELY 19:25
O'CLOCK THE UNDERSIGNED WITNESSED A VERY BRIGHT LIGHT IN THE SKY,
IN THE SOUTH WEST DIRECTION OF C.C.A.F. THE OPERATIONS CLERK AND
MYSELF FIRST WITNESSED IT AND CALLED THE TOWER AND HAD THEM LOOK AT
IT THROUGH THEIR FIELD GLASSES. THEY SAID IT WAS MOVING BUT COULD
NOT MAKE OUT WHAT IT WAS. I WENT UP TO THE TOWER AND LOOKED AT IT
THROUGH THE FIELD GLASSES AND IT APPEARED TO BE MOVING UP AND DOWN
AND FROM SIDE TO SIDE. AT ONE TIME CLOUDS CAME BETWEEN THE OBJECT
AND THE BASE BUT THE LIGHT COULD STILL BE SEEN THROUGH IT. AT
APPROXIMATELY 19:45 THE OBJECT BEGAN TO MOVE AWAY TOWARD THE SOUTH
WEST AND DISAPPEARED OVER THE HORIZON AT ABOUT 20:00

T/Sgt. LeRoy Ziegler A.S.K. 17014131

LeRoy Ziegler

CONFIDENTIAL

June 48a

Unidentified Object Seen by me at Clinton County Air Field

1. Location: Approximately southwest of the Air Field.
2. Distance: The exact distance from the field is unknown but it was probably high up in the air southwest of the field.
3. Time: I do not know what time the object appeared but I first saw it about 9:30 O'clock.
4. Weather: The weather at the time was cold and clear with a few widely scattered clouds.
5. Reported by: Myself.
6. Number of Objects spotted: One.
7. Shape: The shape of the object seemed to be ~~round~~ circular or like a very bright star in the sky only larger.
8. Size: It would be very hard to say what size it was but if comparing it to the lights on an airplane it must have been very large.
9. Color: It had the same color as a star only very much brighter and would sometimes get a little more red then turn to a white or yellow color.
10. Speed: At the time it was spotted it did not seem to be traveling at any speed neither coming toward us or going away.
11. Movement: The object seemed to go up and down and sometimes change off and on from side to side at what seemed to be very great speed.
12. Altitude: The object seemed to be pretty high in the air. It was too high to be any kind of light from the ground and did not have a beam on it as though it was being shined from the ground.
13. Heading: At the time it was spotted it did not seem to be heading in any direction but after watching it for awhile it started southwest at what seemed to be a very high speed.
14. Sound: I did not hear any sound at all from it.
15. Exhaust trail: It seemed to leave only a very faint exhaust trail when moving up and down or from side to side.
16. Effect on Clouds: A cloud came between the object and myself only once that I know of. I thought the object was gone but the soldier looking at it through the field glasses at the time said it was still there and that a cloud had come between us and the object. After the cloud passed we could see it just as good as we could before.

T/Sgt. LeRoy Zierler - A.S.N. 17014131

CONFIDENTIAL

TO: WHOM IT MAY CONCERN.

SUBJECT: OBJECT SEEN IN SKY JAN. 7, 1948

THE TOWER FRIST SEEN THE OBJECT ABOUT 1910 EST TO THE SOUTH WEST OF THE FIELD FROM THE TOWER. WHEN FRIST SIGHTED IT APPEARED TO BE A BRIGHT XX LIGHT. THE TOWER FOLLOWED IT WITH THE FIELD GLASSES THAT ARE 7X50.

IT THEN DECENDED AND AS IT DID THE OBJECT TURNED RED WITH A GREEN TAIL. IT DECENDED AND ACELDED WITH GREAT BURST OF SPEED. THE SKY HAD SCATTERED CLOUDS AT THE TIME. A CLOUD PASSED OVER IT ONE TIME AND THE BRIGHTNESS OF THE LIGHT SHOWE THRU THE CLOUDS WHILE THE STARS DID NOT

IT DISSAPPEARED ABOUT 1955EST .IT DISSAPPEARED ABOUT 1955 WEST SOUTH WEST OF THE FIELD . THIS STATEMENT IS TRUE TO THE BEST OF MY JUDGEMENT AND KNOWLEDGE.

CPL. JAMES H. HUDSON 13220873

James H. Hudson

STATE OF OHIO }
COUNTY OF CLINTON }

CONFIDENTIAL

Before me, the undersigned authority for administering oaths of this kind, personally appeared one James H. Hudson, Cpl, ASN 13220673

who, being first duly sworn by me, deposes and says:

Subject: Unidentified Flying Object. ~

Time: January 7, 1948, 1920 EST

Station: Clinton County Army Air Field, Wilmington, Ohio

Location: Wilmington, Ohio

Weather: The weather at the time was light scattered clouds, with a haze towards the South West.

Statement: I, James H. Hudson, was on duty in the Control Tower at the time the object was sighted. It was called to our attention by the dispatcher in Operations. He asked us to see if it was an aircraft flare. We then looked at it with the field glasses. At the time first sighted, the object was white, then it turned red. There was only one object. The real shape of it could not be distinguished from this station 'til the object descended. When it did, the object took a form of a cone or up-side-down triangle (See Sketch "A"). When it climbed, it was right side up (See Sketch "B"). The above is to my observation and opinion the size of the object, I could not determine, but it was much larger than any star. On it's climb and descent it appeared to have a green mist following it (See Sketch "C"). The speed I could not determine in miles per hour for it hovered at what appeared to be one spot, then when it moved, it moved with great speed. It's maneuvers are as follows, from the tower (See Sketch "D"). Then it headed due South/West at great speed and disappeared, at 1955 EST. The distance from the field when first sighted, estimated fifteen to twenty miles. There was no sound. The trail, maybe from exhaust, was green from the field glasses. The glasses have coated lens which may change the color some. At one time, during the time seen, a cloud passed under it and the light shown through. Example: Say you take a black wool cloth and pass it under a light bulb, you see no direct light, but you can still see that there is a light there behind it. (Continued on Page 2)

Further the deponent sayeth not.


JAMES H. HUDSON
ASN 13220673

Sworn to and subscribed before me this 20th day of January 1948

CONFIDENTIAL

Before me, the undersigned authority for administering oaths of this kind, personally appeared one James H. Hudson, Cpl, ASN 13220873 who, being first duly sworn by me, deposes and says:

The following information came over Plan 62:

This observation was made in Kentucky at the scene of the P-51 crash with an 8" telescope:

1. Height, 4 miles.
2. Width, 43 feet.
3. Height of object, 100 feet.
4. Speed at time, 10 mph
5. Shape, Cone.
6. Color, red with green tail.

This observation was taken at Godman Field, Kentucky, with a theolite:

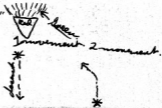
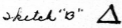
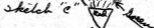
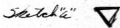
1854 CST.
Elevation, 2.4 Azimuth 254.6

1856 CST
Elevation, 2.0 Azimuth 253.9

1902 CST
Elevation, 1.2 Azimuth 253.0

1906 CST
Disappeared.

The following is my opinion: The object is not a comet or star, but was man made. It was not a balloon, comet, star, aircraft of known type. The light did not come from an aircraft's running lights. The whole object appeared to be surrounded with burning gas or something that gave a light.



Further the deponent says not.

James H. Hudson
JAMES H. HUDSON, Cpl
13220873

Sworn to and subscribed before me this 20th day of January, 1948

James H. Hudson
JAMES H. HUDSON
CPL

To: Whom it may concern.

On the evening of 7 January 1948 at approximately 19:30 o'clock the undersigned witnessed a very bright light in the sky, in the southwest direction of C.C.A.F. which appeared to be the complete wing of an aircraft on fire with the naked eye. Then the following observation with the aid of field glasses from the control tower was made, the object would gain and lose altitude very rapidly without much noticeable forward or backward motion and at times changing colors of red and green, at one time it disappeared behind the overcast but its light penetrated through the overcast. At approximate 19:45 o'clock the object began to move away from the field at a heading of 210 degrees and disappeared over the horizon at approximately 19:55.

S/Sgt. John P. Haag, A.F., 17003481

John P. Haag

STATE OF OHIO }
COUNTY OF CLINTON }

CONFIDENTIAL

Before me, the undersigned authority for administering oaths of this kind, personally appeared one John P. Haag, S/Sgt, AF 17003481

who, being first duly sworn by me, deposes and says: The unidentified flying object was sighted in a South-West position at Clinton County Army Air Base at a heading of approximately 210° on 7 January 1948, first being visible to this person at 19:35 o'clock when it was pointed out to me. The weather at the time was clear over the Base, with a South-West wind which was moderate. There seemed to be an overcast in the South-West which was a layer approximately 1000 feet thick. The height of this overcast was approximately 5000 feet. This one and only object which was seen with the naked eye seemed to be about five miles from the field at an estimated altitude of 15,000 to 20,000 feet. The object seemed to remain stationary as first seen, with a light which resembled a complete wing of an airplane on fire. There was no beam of light projected. Then, for a period of five minutes I just took occasional glances at it as I went up the the Control Tower and observed the object through field glasses, which I then decided was not a comet or falling star, to my knowledge of astronomy. With the aid of field glasses, the object appeared to go from an altitude of 15,000 feet to 10,000 feet without any noticed forward or backward motion, and then back up to its original altitude very rapidly, about three or four times. It seemed that when the object moved, a red light would dominate and change to a green light and then back to it's original color. It then began moving at a heading of 210° and went behind the overcast and the light was seen through the overcast. The object moved very fast away; it stopped momentarily for three or four minutes and disappeared over the horizon at 19:55. No sound was heard from this object or no photographs taken.

Further the deponent sayeth not.

Sworn to and subscribed before me this 21 day of Jan 1948

John P. Haag
JOHN P. HAAG
Sergeant, AF 17003481

CONFIDENTIAL

PUBLIC INFORMATION OFFICE
ALL-WEATHER FLYING CENTER
CLINTON COUNTY ARMY AIR FIELD
Wilmington, Ohio

10 January 1948

SUBJECT: Report concerning Public Information release of 8 January 1948.

TO : Col. J. Francis Taylor, Deputy Chief, All-Weather Flying Division.

1. A purely local release of information was made by the Public Information office of this station relating only what observers reported to Public Information concerning the appearance of what was termed a "sky phenomena." (See inclosure 1.)
2. Before this release was cleared to the Wilmington New-Journal, Wilmington, Ohio, permission was obtained from Public Information Office, Hq. AMC.
3. Public Information has extracted a United Press release of 22 December 1947, relating that a new comet should be visible in the northern hemisphere about January 1. This statement was issued by Professor Harlow Shapley, Harvard Observatory, Harvard University, Cambridge, Mass. (See inclosure 2.)

William D. Coely
William D. Coely
Major, USAF
Public Information Officer

NEWS RELEASE

WH-10 NOV 67 000

PUBLIC INFORMATION OFFICE
ALL-WEATHER FLYING CENTER
CLINTON COUNTY ARMY AIR FIELD,
WILMINGTON, OHIO

8 January 1968

COPY

(ENCLOSURE 1)

IMMEDIATE RELEASE

WILMINGTON, Ohio, Jan. 8-- A sky phenomena, described by observers at the Clinton County Air Base as having the appearance of a flaming red cone trailing a gaseous green mist, appeared in the southwest skies of Wilmington last night between 7:20 and 8:55 P.M.

S/Sgt. Gale F. Walter and Opl. James Hudson, control tower operators at the air field, first saw the phenomena at 7:20 P.M. and observed its maneuvers in the sky until 8:55 P.M. when it reportedly disappeared over the horizon. The sky phenomena hung suspended in the air at intervals and then gained and lost altitude at what appeared to be terrific bursts of speed. The intense brightness of the sky phenomena pierced through a heavy layer of clouds passing intermittently over the area and obscuring other celestial phenomena.

M/Sgt. Irvin H. Lewis, S/Sgt. John P. Haag, Sgt. Harold K. Olvis and T/Sgt. Leroy Zigler, four members of the alert crew, joined the control tower operators in observing the sky phenomena for approximately 35 minutes.

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IX

COPY

COPY
(ENCLOSURE 2)

48
COPY

New York, Dec. 22. -(U.P.)-The orbit of the new, as yet unnamed, comet streaking through space has been determined tentatively and the "fire ball" with its long tail should become visible in the northern hemisphere about January 1, Prof. Harlow Shapley said today.

Prof. Shapley, director of the Harvard Observatory, said the comet is mostly a southern hemisphere show, but that it should be bright enough in the northern hemisphere to be visible to the naked eye, possibly during Christmas week.

On a basis of the tentative calculation of its orbit-the path, or route on which it is traveling-the new comet should be seen shortly after sundown in the constellation Capricornus, which is near the southwestern horizon.

"It should be visible for several nights, probably longer," Dr. Shapley said.

He disclosed that the new comet already has been photographed and spectrographed by the McDonald observatory in Texas, and that some "interesting results" have been obtained. He said three calculations of the comet's orbit have been received at Harvard Observatory, which is a clearing house for astronomical matters.

From these calculations it has been possible to make a tentative determination of the comet's orbit. Scientists, however, have not yet been able to determine the interval at which the comet may return.

"It may be 100 years or 1,000 years," Prof. Shapley said. Halley's comet completes its orbit in about 75 years. Observers of the new comet in the southern hemisphere have reported it is not as large as Halley's, but much brighter. It is not expected to be so bright when it becomes visible in the

Jan 48

seesee when it becomes visible in the -----

northern hemisphere.

The comet, according to the calculations, came within 10,000,000 miles of the sun on Dec. 2, and it is now receding at a comparatively slow speed, astronomically speaking.

Prof. Shapley said that the appearance of the new comet probably would not cause a shower of meteors on earth as many other comets, including, Halley's, do. He explained that the new comet's orbit is at too great a distance for the earth to receive a shower.

Extracted from
DeLand Sun News
DeLand, Florida
22 December 1947 issue.

June 45 d

STATEMENT

This is a statement of a sky phenomena observed by me on 7 January 1948, between the approximate hours of 1920 to 1950.

It appeared to be some sort of flare. My first reaction to the sight was the belief that an aircraft was in trouble, and had shot a flare to attract attention. I then requested the tower to take a look at the object through glasses so they could attempt to determine whether or not it was a flare.

With the naked eye it appeared to be a very bright light with the color of ordinary fire. I was not able to maintain a watch continuously, due to my duties, and see the whole pattern of movement. I did observe it long enough at intervals to note that it lost and regained altitude in the manner that a parachute flare would when riding on thermals. The intensity of the light varied. This can be attributed to clouds passing in front of the light, however, I was able to see the light when clouds obscured it.

The sky condition at the time was what I would say was clear to scattered. Stars directly above me were compared to the light of the object and there was a decided difference. The stars were of the usual white and the object was yellow or flame color.

The altitude evidently was very high. The object when first seen appeared to be in the neighborhood of four thousand feet, but disappearing over the horizon would make it much higher. It described an imaginary arc from the point first seen to the horizon. The movement was very slow in appearance and left no trails or tails like a meteor or comet. Place of disappearance was approximately due west from my position.

Signed

Ralph L. Stirr

Ralph L. Stirr (civilian)

Incident # 148

Incident # 49

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **9 Jan 48** Incident # 49
2. Time **N/S**
3. Location **around Danville, Ky.**
4. Name of observer **Mr & Mrs. Markum**
5. Occupation of observer **N/S**
6. Address of observer **N/S - picked up in WHIO news broadcast relayed from Danville, Ky.**
7. Place of observation **Danville, Ky.**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/S**
13. Direction of flight **West**
14. Tactics **none**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **pencil-shape**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **long trail of smoke or exhaust**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **trail exploded into a beautiful display of sparks, etc**
26. Remarks: **(over)**

RESTRICTED

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10 Jan 48

Flying Disc Incident at Danville, Kentucky

According to a WEO news broadcast at 11:00-11:15, ^{P.M.} 9 Jan 48, relayed from Danville, Ky., a Mr. and Mrs. Markan were driving in their car 9 January in or about Danville, Ky. when they saw a pencil-like object flying very high and which left a long trail of smoke or exhaust. The trail shortly afterwards turned into a beautiful fireworks display of sparks, etc. The object was traveling west in a straight course.

Incident # 19

50

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 Jan 48 (see reverse side of sheet) Incident # 50
2. Time 10 PM EST
3. Location Wildwood, N. J. (39° 00' N & 78° 48' W)
4. Name of observer Mrs. Ethel Evans
5. Occupation of observer authority on knitting
6. Address of observer Bellvue Apts, Wildwood, N. J.
7. Place of observation 401 Pine Ave, Wildwood (home of Mrs. Krueger)
8. Number of objects 1 which split into 2 pieces
9. Distance of object from observer undetermined
10. Time in sight 5-8 seconds
11. Altitude varying - slow descent
12. Speed slow
13. Direction of flight shoreward (270°)
14. Tactics broke into two pieces
15. Sound None
16. Size lamplight
17. Color yellow, red or amber-colored
18. Shape ovalar - tear drop
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear night
23. Effect on clouds N/S
24. Sketches or photographs Forwarded a picture of Mars published in "Life" which showed an orange-red ball
25. Manner of disappearance fell into sea
26. Remarks: (over)

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Witness saw one object which split into two separate pieces and fall into the ocean. (See Mrs Krueger's account)

Feb 19, 1948, 1225 A. M. : Witness stated that she saw saucer. Tried to take picture but says object was moving too fast.

Feb 21, 1948 (Sat Night) : Reported seeing another "saucer"

Mar 11, 1948 10:50 P. M. : Saw mystery light drop and fall in the water
(Thursday night)

Apr 2, 4:40 P. M. : Object resembles a small pilot-less plane - very bright metal - no motor noise and looks like the pictures of the German pilot-less planes. The center was ball shaped and very bright metal. It followed the coast line until out of sight. It came from the south and was heading north.

Apr 2d; 5:10 P. M. (same time date) Object appeared to fall in water. The metal wings were small and evidently broke as it fell since it appeared like sheets of metal dropping at the side. Witness states she saw this clearly.

Apr 2 and 3: "new guided missile of bright metal seen since 2 Apr."

July 1st, 1948 "There is activity in Wildwood again - the saucers have been appearing since 1 July." Mrs. Evans inclosed picture shown in "Life" of the planet "Mars" which shows an orange-red ovalar circle.

In letter to President Truman she writes: "there have been more 'flying saucers' which appear on very clear nights - when there is a moon. They appear to come from the SE and from the ocean. Over the island they appear unsteady - like the one that broke. Then over the land they ascend quite high and move towards the NW, disappearing at not too fast a speed."

NOTE: Individual appears to be "crackpot" No one (with the exception of Mrs. Krueger) appears to have seen the many sightings mentioned. This in spite of an alerted coast guard, police dept. and others.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 Jan 48 Incident # 50a
2. Time 10 PM EST
3. Location Wildwood, N. J.
4. Name of observer Mrs. Krueger
5. Occupation of observer housewife
6. Address of observer 401 Pine Ave., Wildwood, New Jersey
7. Place of observation from 401 Pine Ave (35° 00' N & 75° 48' W)
8. Number of objects 2
9. Distance of object from observer 500 ft ±
10. Time in sight 5-8 seconds
11. Altitude varying
12. Speed slow descent
13. Direction of flight down
14. Tactics Floated slowly across horizon, separated and disappeared below housetops
15. Sound none
16. Size N/S - that of lamplight
17. Color orange-colored
18. Shape discs or balls
19. Odor detected N/S
20. Apparent construction -N/S
21. Exhaust trails None
22. Weather conditions Clear night
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance fell into sea
26. Remarks: (over)

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Objects were brought to Mrs. Krueger's attention by Mrs. Evans. Mrs. Krueger saw "a most unusual thing drop out of the sky. I think it was a flying saucer as I have never seen anything equal to it before" She then states that she saw what appeared to be 2 round orange colored discs or balls, the one being smaller, and that these objects appeared to descend vertically toward the earth in a slow and steady manner until disappearing from their sight. Mrs. Evans said that Mrs. Krueger observed two objects (apparently related) but that they were originally one object which separated at about the time Mrs. Krueger sighted it.

All witnesses* (Mrs. Evans, her son and Mrs. Krueger) agree on the following:

Color and size - that of an old-fashioned gas light which had a yellow, red or amber shade. Outline was distinct and did not appear aflame or irregular. No noise or sound of kind. No smoke or exhaust trails seen. Shape oval to round. All stated that it was not to their knowledge a balloon, dirigible, flare, parachute or any other known object and all seemed to have a pretty good knowledge as to the appearance of the fore-going.

NOTE: Witness appeared calm and normally sensible in her responses to various questions.

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25 Feb 48

SPECIAL INTELLIGENCE REPORT ON WILDWOOD, W. J. LADDERS

The following facts were obtained as a result of visit by Major M. W. Faulk and Mr. A. C. Loedding to Wildwood, N. J. for the purpose of investigating reported incident.

1. Mrs. Ethel Evans, presently residing in Wildwood, N. J., sent a letter dated 15 January 1948 to Hq. USMF reporting several incidents that occurred in Wildwood during the months of December 1947 and January 1948. This letter was forwarded and received at this Hq on or about 2 February 1948. In view of the activity indicated (four separate occurrences), the fact that one so-called flying disc broke in two and there might be a possibility of obtaining fragments, it was decided to follow-up by personal visit.

2. Mrs. Evans was informed by wire of the contemplated visit during the week end of 14 February, and to avoid any activity that might result in publicity. Inclement weather delayed the visit until noon, 15 February. Mrs. Krueger, who was mentioned by Mrs. Evans as having witnessed one of the incidents, was contacted by telephone immediately upon arriving in Wildwood to announce the arrival and arrange a meeting place. Mrs. Krueger suggested a meeting at her apartment at 1500 at 401 E. Pine Avenue, approximately 300 yards from the Boardwalk.

3. Mrs. Evans appeared in the doorway and suggested a walk toward the Boardwalk to allow time for Mrs. Krueger's son to leave the house so that the interview could be carried out more privately. Her action seemed somewhat strange; however, a short walk was made to the Boardwalk during which time Mrs. Evans related briefly the history of the incidents and pointed out the general direction which the so-called objects had been traveling over the building tops. She also discussed her personal activities as an expert knitting designer and her activity in connection with Red Cross work during World Wars I and II. She repeatedly discussed her connections with important society, political and theatrical people.

4. Approximately 15 minutes later, Mrs. Krueger's apartment was visited, only to find her son still there. In spite of this, the interview proceeded immediately with no particular concern about his presence, which seemed strange in view of Mrs. Evans' previous precautions. It seemed evident, therefore, that Mrs. Evans wanted to be seen in the presence of Government officials, since one of the agents (Major Faulk) was in uniform.

5. The brief history of their personal lives was obtained. Both Mrs. Krueger and Mrs. Evans were born and spent their early childhood in Buffalo, N. Y. They appeared to be between 55 and 60 years of age, had families and had apparently lived normal lives. Mrs. Krueger appeared to be quite calm and normally sensible in her responses to various questions. In contrast, Mrs. Evans appeared quite talkative and repeatedly mentioned her accomplishments, her associations with important people, and her paradoxical reluctance for publicity.

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6. Mrs. Krueger's family consisted of four children, three boys and one girl, one of the boys having died several years ago, and who would now be approximately 27 years old. One son and one daughter were in the service during World War II. The younger son apparently was too young to be a serviceman. During the ten minutes that he was observed, he appeared normal in every respect, and was typical for a young man of 21 years of age. It is our understanding that Mr. Krueger is deceased and may have left some insurance money and provided some other income so that Mrs. Krueger and her son could live moderately at this resort, because no statement was made as to any business activity of her son.

7. Mrs. Evans apparently did not marry until World War I while traveling in Europe as a representative of the Red Cross. There she met a Hungarian who had three sons. They were RAF pilots during World War II and all were killed. Her present son, Lockman, who is 22 years old, received all the inheritance from his three step brothers and also from his father who is also deceased. Mrs. Evans boasted the will of her son is as a result of the inheritance of property and money. Mrs. Evans claimed that she had no financial worries of any kind, and therefore could devote all her time toward knitting and standardizing various designs of woolen articles of apparel.

8. Mrs. Evans took the initiative in frequently relating about strange happenings in the town of Wildwood for a number of years, including such things as numbers rackets, various activities in vice, reported landings of enemy agents by submarines during World War II, and peculiar activities of so-called gypsies in that vicinity that were investigated by the FBI in Philadelphia. Mrs. Krueger corroborated practically all of these statements. They both explained that Wildwood is primarily a summer resort and therefore, the town is rather vacated during the off-season period during which time the recent peculiar activities take place. They claim, therefore, that the flying disc is some other kind of aerial approach to carry out subversive activities by a foreign country. They firmly believe that a recent hotel fire that started in the roof was caused by the flying discs. A description of the discs was not clearly presented as to the shape; however, it was what one would expect from such individuals not having a technical background and the inability of other competent observers to describe exactly what they have seen. The best description as to shape and color was that of an oval or tear drop shaped gas light. This design, but lighted by electricity, is in use in Wildwood and was pointed out during a walk to Mrs. Evans' apartment. They thought the size was about the same from where they were viewing it, but did not say exactly what the actual dimensions were as they could not judge the distance.

9. Mrs. Evans was not certain that the objects flew directly over any particular house, although they appeared to do that. Both Mrs. Krueger and Mrs. Evans indicated that the object could have been at a considerable distance. By that, they meant over the open water just below Cape May, and that the objects could have come from the open sea, approach over Cape May, and then follow the waterway up towards the general direction of Philadelphia. Mrs. Krueger stated that she witnessed only one incident, at which time a separation of two objects occurred. Her description tallied somewhat the

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Birmingham, Alabama newspaper photographs of two objects having a general oval shape where the leading one was approximately three times the size of the rear object which seemed to be attached or following very closely and separated at a distance of about two or three lengths of the small object.

10. Mrs. Krueger pointed out how the object was brought to her attention while sitting in the second floor and looking out through the window in a southerly direction when the two objects were seen floating slowly across the horizon and then suddenly separating and disappearing below the house tops. She could not state that they dropped in somebody's backyard or even on the ground, but that they simply dropped slowly from view and were not seen again. Mrs. Evans, however, thought that one object separated or broke in two and dropped from view.

11. Mrs. Evans' son, Rodman, who also claimed to have seen the objects, agreed with Mrs. Evans and Mrs. Krueger that the color appeared to be the same as a yellow, red or amber colored old fashioned gas light. The outline was distinct but not one that would appear aflame and irragular. They all stated that it was not a frightening thing, but seemed to be very quietly and peacefully moving along, coming from a high altitude over the water in a downward slowly moving path toward the shore and then lightly rising again and rapidly disappearing in the distance in the general direction of Philadelphia.

12. The object appeared to be in view for at least 15 to 20 minutes on each occasion. Mrs. Evans stated once that she had seen it approximately 20 times, but upon further questioning as to the exact number of times, she reduced it to about 5 times, according to the following schedule: 26 and 28 Dec 47, 3 and 10 Jan, and 15 Feb. Mrs. Evans stated that the Coast Guard visited that vicinity in Wildwood 9 and 10 Jan to view the next occurrence, but evidently did not see anything.

13. A map of the town showing the layout of the city blocks and streets was presented to indicate the direction of objects which was brought back as part of the case for future reference. They stated that no noise or sound of any kind was emitted; no smoke or exhaust trails were seen. They also indicated that it was not any balloon, dirigible, flare, parachute or any other thing that they knew, and they seemed to have a pretty good knowledge as to the appearance of such things. They claimed it was something they had never seen before. They could not describe it accurately, but they assured us it was very real.

14. Mrs. Evans sent this HQ a letter dated 14 Feb transmitting a copy of "Arcs and Rafts" published by H. H. Hillman Company that carried an article about the activity in the smiting field, which substantiated most of her statements in this respect. Also inclosed was a booklet entitled, "Send Hails To Service Men" written by her and published by Goodland Book Publishers.

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15. During the interview, Mrs. Evans frequently hinted about corresponding with President Truman, the well-known commentator Drew Pearson, and other officials regarding the incidents, and insisting that some action be taken, and that she was not interested in any reflection it might bring on the town of Wildwood which always had a bad reputation. Her chief concern was for the national security.

Respectfully submitted,

Alfred C. Lording
ALFRED C. LORDING
Technical Assistant
Analysis Division
Intelligence Department

Melvin S. Paulk
MELVIN S. PAULK
Major, USAF
Analysis Division
Intelligence Department

CONFIDENTIAL

Incident # 51

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 3 Sept 47 Incident # 51
2. Time 1215
3. Location Oswego, Oregon
4. Name of observer Mrs. Raymond Dupui
5. Occupation of observer N/S
6. Address of observer N/S
7. Place of observation Oswego, Oregon
8. Number of objects 12 to 15
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude high
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound N/S
16. Size N/S
17. Color silver
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance N/S
26. Remarks: 12 to 15 round silver objects seen at high altitude above Oswego, Oregon at 1215, 3 Sept 47 while witness was observing a local plane flying overhead.

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COPY

Col. [unclear]
11/11/47

FEDERAL BUREAU OF INVESTIGATION
U. S. DEPARTMENT OF JUSTICE
COMMUNICATIONS SECTION
SEP 4 1947
TELETYPE

line # 51

FBI PORTLAND

9-4-47

3-42 PM PST KAM

DIRECTOR URGENT

RE FLYING DISCS. A MRS. RAYMOND DUPUI, OSWEGO, OREGON, REPORTED TO HAVE
SEEN TWELVE TO FIFTEEN ROUND SILVER OBJECTS AT A HIGH ALTITUDE AT
TWELVE FIFTEEN PM, SEPT. THIRD, FORTYSEVEN, ABOVE OSWEGO, OREGON, WHILE
WATCHING A LOCAL PLANE FLYING OVERHEAD. WILL BE INTERVIEWED.

BOBBITT

END

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9480DD PLS

7-46 PM OK FBI WASH DC NAT

Incident # 51

Incident # 92

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 29 July 47 Incident # 52
2. Time 1450
3. Location Hamilton Fld., Calif
4. Name of observer Capt William H. Ryherd
5. Occupation of observer Capt, USAF, - Assistant Operations Officer
6. Address of observer Hamilton Fld
7. Place of observation Hamilton, Fld., Calif. 38° 03' N 122° 31' W
8. Number of objects 2
9. Distance of object from observer observed from ground
10. Time in sight N/S
11. Altitude 8,000 - 10,000 ft
12. Speed very fast - made P-80 look as if it were motionless
13. Direction of flight Southward toward Oakland
14. Tactics 1st object pursued horizontal flight; 2d object seemed to be going from left to right and right to left like guard in aircraft formation
15. Sound No sound heard
16. Size 15-25 ft in diameter
17. Color white shiny
18. Shape circular like a ball
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions Clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance Disappeared in flight
26. Remarks: (over)

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Capt Ryherd saw two unidentified aerial objects at approximately 5,000 to 10,000 ft traveling above a P-80. He thought they were approximately 15 to 25 feet in diameter. In shape they were circular like a ball on the bottom but not completely round. The first flew straight and level but the second flying close behind the first at the same altitude seemed to be going from left to right and right to left - more like a guard in an aircraft formation. Due to the noise of the P-80, no sound could be heard from them. They did not leave any vapor smoke or visible trail. The weather was clear and Captain Ryherd and Lt Ward Stewart watched them until they disappeared in flight presumably over Oakland headed toward the ocean.

NOTE: Capt Ryherd showed extreme sincerity throughout the interview

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 29 July 47 Incident # 52A
2. Time After 1200
3. Location Hamilton Fld., California
4. Name of observer Ward L. Stewart
5. Occupation of observer 1st Lt., Air Res. (Former B-29 pilot)
6. Address of observer Hearst Mining Bldg., Univ. of Calif.
7. Place of observation 38° 03' N 122° 31' W
8. Number of objects 2
9. Distance of object from observer N/S
10. Time in sight 15 seconds
11. Altitude 6,000 ft
12. Speed Approx 750 MPH
13. Direction of flight 120°
14. Tactics Similar to fighter a/c when accompanying heavier ships
15. Sound none
16. Size N/S
17. Color milk white
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance flew out of sight
26. Remarks: (over)

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Stewart's attention called to unidentified flying object by Capt Ryherd Stewart estimates the P-80 at 250 miles on preliminary approach for landing at Hamilton Fld. Object was estimated to be following P-80 at three or four times its speed. A moment later another object appeared and flew a course described as something similar to a fighter's maneuvers when accompanying a heavier ship, on a left to right movement, over the object first sighted. The object continued this maneuvering until out of sight. Size could not be estimated but not believed to be above 6,000 ft altitude. Described as milky-white in color, and unlike any conventional aircraft seen.

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

Place
52a

44PDA
333.5/16

13 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington 25, D.C.
ATTENTION: AC of AS-2

Attached MOIC for your information.

FOR THE COMMANDING GENERAL

William J. Turner

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl:
CIC, Hubbard, dtd 9 Sep 47 (dup)

RECEIVED
SEP 11 1947

CONFIDENTIAL

ISSUING OFFICE TO: COMMANDING GENERAL, FOURTH AIR FORCE

CONFIDENTIAL

AAF-1206-I
Incident
9 September 1947

Inc 52a

MEMORANDUM FOR THE OFFICER IN CHARGE:

Mr. Harold L. Stewart, 1242 Milvia Street, Berkeley, California, was interviewed 8 September 1947 at his place of employment, the Hearst Mining Building, University of California, concerning flying objects he reported to have seen on 29 July 1947 while with Captain William H. Ryherd of the 415th AAF BU (RT). Mr. Stewart stated in substance that he was a 1st Lt in the Reserve and that on the 29th of July 1947 shortly after 12 noon he and Captain Ryherd had just landed from a routine training flight when Captain Ryherd called Mr. Stewart's attention to an unidentified flying object that was following a P-80 aircraft at a terrific rate of speed. Mr. Stewart estimated the P-80 to be flying at approximately 250 miles per hour on a preliminary approach to landing at Hamilton Field. In Mr. Stewart's estimation the object he saw following the P-80 maintained a speed of three to four times that of the aircraft. A moment later a second object appeared and flew a course described as something similar to a fighter aircraft's maneuvers when accompanying heavier ships, or a left to right movement, over the object first sighted. Mr. Stewart stated that this maneuvering continued until the objects were out of sight. He estimated the time to be approximately 15 seconds, the course approximately 120 degrees. Mr. Stewart could not estimate the size of the objects nor actual altitude, though he did not believe them to be beyond six thousand feet. Mr. Stewart described the objects as being milky white in color, and unlike any conventional type aircraft he had ever seen. When questioned whether he was familiar with the Navy "Flapjack", Mr. Stewart stated that he was, and that he was certain the objects he reported seeing were not of this nature.

AGENT'S NOTES: Mr. Stewart is a former officer of the U.S. AAF and a B-29 pilot of considerable experience. Mr. Stewart does not convey the impression of being the kind of person who would "imagine" that he was seeing objects, nor has he any apparent desire for publicity. Mr. Stewart is in charge of machine shops at the University of California, Berkeley, California.

LESLIE S. HUBBARD, S/A, CTO ADC AAF

CONFIDENTIAL

Inc 52a

CPK

CONFIDENTIAL

Incident
4AF 1208-I
8 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

On 5 August 1947, this agent interviewed Captain William H. Ryherd, ASN O-88386, the assistant operations officer in the 415th AAF BU, Building 95, Hamilton Field, California, regarding flying objects in the air. Captain Ryherd stated in substance: He is an instructor pilot in the 415th Training Unit. On 29 July at 1450, Captain Ryherd and a student, 1st Lt. Ward L. Stewart, 1242 Milvia Street, Berkeley, California, landed and parked an AT-6 near the hangar, building 59 of the 415th AAF BU. Walking from the aircraft toward reserve operations, and looking westward just over the hangar, Captain Ryherd saw a P-80 flying southward toward Oakland. Above this P-80, at approximately 8,000 to 10,000 feet in altitude, Captain Ryherd saw two flying objects traveling the same direction as the P-80. He, Ryherd, judged the solid, white, somewhat shiny objects were approximately 15 to 25 feet in diameter. Ryherd stated that he didn't call them discs due to the publicity these objects have been given, but in shape they were circular, like a ball on the bottom, but not completely round; and Ryherd specifically stated that these objects were not airplanes.

The first flying object was traveling straight and level; whereas the second was close behind the first, same altitude, only it seemed to be going from left to right and right to left, more or less like a guard in an aircraft formation. Captain Ryherd further stated that the speed of these two objects made a P-80 look as if it was motionless in the air.

The sky was clear, consequently Captain Ryherd and Lt. Stewart watched the two objects until they disappeared in flight, supposedly over Oakland, headed toward the ocean.

Due to the noise of the P-80, no sound of any kind could be heard from these flying objects.

These objects did not leave any vapor, smoke, or any visible trails along their flight path.

Captain Ryherd informed this agent he had never told anyone about these flying objects, fearing that people would think he was crazy.

AGENCY NOTES: Captain Ryherd showed extreme sincerity throughout the interview, answering all questions with caution and assurance.

JAMES A. NELSON, Spec. Sgt., CIC 4AF

CONFIDENTIAL

Incident # 92

Incident # 51

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 28 June 47 Incident # 53
2. Time 1515 CST
3. Location 30 miles northwest of Lake Meade, Nevada
4. Name of observer 1st Lt Eric B. Armstrong
5. Occupation of observer Ferry Division, Brooks Fld., San Antonio, Texas
6. Address of observer Brooks Fld., San Antonio, Texas, 170th AF Base Unit
7. Place of observation 30 miles northwest of Lake Meade from air
8. Number of objects 5 or 6
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude 6,000 ft
12. Speed 285 MPH
13. Direction of flight 120° (NW)
14. Tactics horizontal very close formation
15. Sound N/S
16. Size 36" in diameter
17. Color white
18. Shape circular
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

On 28 June 47 ~~ARMSTRONG~~ in a P-51 bound for Portland, Oregon, by way of Medford, Oregon, at approx 1515 CST (course of 300°) and ground speed of 285 MPH, altitude 10,000 ft, approximately 30 miles NW of Lake Meads, Nevada, Lt Armstrong sighted 5 or 6 white, circular objects at 4:00, ~~maximum~~ altitude approximately 6,000 ft, on a course of 120° and flying at an estimated speed of 285 MPH. The objects were flying very smoothly and in a close formation. The estimated size of the white objects was approximately 36" in diameter. Lt Armstrong was sure the white objects were not birds since the rate of closure was very fast. He was certain too that the white objects were not jets or conventional aircraft since he has flown both.

AGENT'S NOTES:

Lt Armstrong was very sincere in the explanation and was not the exaggerating type. He merely stated what he saw and drew no conclusions.

RESTRICTED

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Q

UNIDENTIFIABLE OBJECTS
Williams Field, Chandler, Ariz.
15 July 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 14 July 1947, 1st Lt Eric B. Armstrong, O-2089700, 170th AAF Base Unit, Ferry Division, Brooks Field, San Antonio, Texas was interviewed and the following information was obtained: Lt. Armstrong departed Williams Field, Arizona at 1400 CST on 28 June 1947 in a P-51 for Portland, Oregon, by the way of Medford, Oregon. At approximately 1515 CST on a course of 300 degrees, and ground speed of 285, altitude 10,000 feet, approximately thirty miles northwest of Lake Meade, Nevada Lt. Armstrong sighted five or six white, circular objects at four o'clock, altitude approximately 6,000 feet, courses approximately 120 degrees and an estimated speed of 285 MPH. Lt. Armstrong said the objects were flying very smoothly and in a close formation. The estimated size of the white objects were approximately 36 inches in diameter. Lt. Armstrong stated that he is sure the white objects were not birds, since the rate of closure was very fast. Lt. Armstrong was certain that the white objects were not jets or conventional type aircraft since he has flown both types.

AGENT'S NOTES:

Lt. Armstrong was very sincere in the explanation and was not the exaggerating type. He merely stated that he saw and has drawn no conclusions as to what the white objects were.

Lawrence R. King, Jr., Special Agent, CIC, ADC

CERTIFIED A TRUE COPY:

Signed
R. D. STEPHENS
Major, Air Corps

*This was attached to
inc 54 by error*

Incident # 53

Incident # 24

This is an unparaphrased code (cypher) message. Text must be paraphrased if essential to retain it in another system or to communicate its contents to persons outside British Government Services. One-time pad messages are exempted from this rule.

JOINT COMMUNICATIONS OFFICE

9421

28
1508/1

SECRET

IN MESSAGE

T.O.O: 080800 Aug. 1947

REC'D: 1200 EDT 9th Aug.

SECRET

FROM: A.M. LONDON

TO: F/FEDEL

CYPHER MESSAGE

AIX 6328 Aug. 8th 1947

June # 54

Your AIX 14 July 29th.

During normal night flying practice at 2230 hours on 16th January, 1947, one of our Mosquitos was vectored on to an unidentified aircraft at 22,000 feet. A long chase ensued commencing over the North Sea about 50 miles from the Dutch coast and ending at 2300 hours over Norfolk. Two brief AI contacts were made but faded quickly. The unidentified aircraft appeared to take efficient controlled evasive action.

2. No explanation of this incident has been forthcoming nor has it been repeated.

ACTION COPY

TL 7764

A.C.M.

A.M.

C.I.O. (Action)

3-6998

Incident # 31

Incident # 95

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 23 July 47 Incident # 55
2. Time 0345Z (0715 local)
3. Location Harmon Fl., Stephenville, Newfoundland
4. Name of observer Miss Patricia Abbott & Lt Hamaker
5. Occupation of observer government employee and Navigator & Public Relations Officer
6. Address of observer N/S
7. Place of observation Harmon Fl., Newfoundland 48° 30' N 58° 33' W
8. Number of objects 1 Undetermined
9. Distance of object from observer N/S
10. Time in sight ~~N/S~~ Three minutes
11. Altitude 10,000 ft.
12. Speed high velocity - stated to be faster than conventional A/C
13. Direction of flight NNE
14. Tactics abrupt darts
15. Sound no noise
16. Size N/S
17. Color reddish flashes of light
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions high scattered clouds - ^{visibility:} within 15 miles
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

Witnesses were walking when they observed a peculiar reddish light. They thought at first that the light was a shooting star but it left no streak. It appeared again and they thought it was a plane flying at very high altitude. Then a number of intermittent flashes were observed for three minutes. After observing the abrupt darts of light and hearing no hum of motors they concluded that it was definitely not a plane, as the maneuvers appeared too abrupt.

CONFIDENTIAL

RESTRICTED

~~CONFIDENTIAL~~
HEADQUARTERS, NEWFOUNDLAND BASE COMMAND
ATLANTIC DIVISION, AIR TRANSPORT COMMAND
FORT PEPPERRELL, NEWFOUNDLAND
APO 862, 5 POSTMASTER, NEW YORK, N. Y.

ENC- 101
31313
100

RESTRICTED

IN REPLY REFER
ENC _____

Classification cancelled or
restricted
AD-ATC - 6 Aug 47
DWS (Rank) 30 July 1947

SUBJECT: Letter of Transmittal.

TO : Commanding General,
Atlantic Division, ATC,
Fort Totten, Long Island, N. Y.
(ATTENTION: AC/S, Intelligence)

June 55

Reference Letter of Transmittal, this office, dated 28 July 1947, with four (4) inclosures (Inclosures 1, 2 and 3, Final Reports of Sightings of "flying saucers"; and Inclosure 4, Signed Statement - Constantine KRASNY), transmitted herewith is Final Report of Sighting of "flying saucers" in Newfoundland, which occurred at Haroon Field, Stephenville, Newfoundland at 0345Z, 23 July 1947.

FOR THE COMMANDING GENERAL:

Marion C. Miller
MARION C. MILLER,
Captain, Air Corps,
AC/S, Intelligence.

1 Incl:
Final Rpt of Sighting, 23 Jul 47

1st Ind.

HQ, ATLANTIC DIVISION, ATC, FORT TOTEN, L.I., NEW YORK 6 Aug 47
TO: Commanding General, Air Transport Command, Washington 25, D.C.
ATTN: Chief of Staff

Forwarded in accordance with instructions outlined in
TRM CM-95, your Headquarters.

James H. Hester, Jr.
JAMES H. HESTER, JR.
Lt Col, OSC
AC/S, Intelligence

✓ Incl:
n/c

RESTRICTED
~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

4
RESTRICTED

Classification cancelled or
changed to *Secret*
by *[Signature]*
on *July 1977*
(Date)

1. Organization: 1388th AAF Base Unit
APO 864, c/o Postmaster, New York, N.Y.
2. Sighting : Strange intermittent flashes that may tie in
with "Flying Discs".
3. Place : Harmon Field, Stephenville, Newfoundland.
4. Time : 0345Z, 23 July 1967. *June 155*
5. Altitude : Approximately 10,000 feet high.
6. Weather : High scattered condition; visibility better
than fifteen (15) miles.
7. Heading : From South, heading NNE (approximately 30°)
8. Speed : High velocity; stated to be faster than a
conventional airplane.
9. Description : The observers saw a light which at first appeared
to be a shooting star or airplane. It appeared
again, and a number of intermittent flashes were
seen for a period of approximately three (3) minutes.
The flashes were reddish in color. Observers said it
was not a falling star because it did not appear as
such; nor was it an airplane, because maneuvers were
too abrupt and there was no noise of a motor.
10. Reported by: Miss Patricia Abbott, (Newfoundland National) Government
Employee and Lt. Hammaker, Navigator and Public Relations
Officer.
11. General : The informants (noted in Par.10) were walking when they
noticed a peculiar reddish light. Both Miss Abbott and
Lt. Hammaker stated that at first, they thought it was
a falling star, but it left no streak. It appeared
again; they thought it might be a plane flying at a
very high altitude. After observing its maneuvers,
they concluded, because of the silence (no hum of motor)
and abrupt darts of the light, it was definitely not
an airplane. Neither Miss Abbott nor Lt. Hammaker had
seen anything like it before.

RESTRICTED

William H. Smith
WILLIAM H. SMITH
Captain, Air Corps,
Intelligence Officer.

~~CONFIDENTIAL~~

encl. 1

Incident # 95

Incident # 96

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 56

1. Date 6 July 47
2. Time 2045 hours
3. Location Birmingham, Alabama
4. Name of observer Staff Sergeant Ira L. Livingston
5. Occupation of observer S/Sgt. w/250 hours as Pilot and Armorer Gunner
6. Address of observer 1354 Meadow Lane, Green Acres, Birmingham, Ala.
7. Place of observation As above 33° 33' N 86° 52' W
8. Number of objects 7 to 10
9. Distance of object from observer Undetermined
10. Time in sight N/S
11. Altitude 2000 ft above horizon at 45° angle
12. Speed 500 to 600 MPH
13. Direction of flight Southeast
14. Tactics vertical ascent - traveled in arc
15. Sound none
16. Size 2 ft in diameter
17. Color N/S
18. Shape round
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs one photograph
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

RESTRICTED

At 2045 hours, 6 July 47, Staff Sergeant Livingston's attention was called by a neighbor (a Mr. Herman M. Sockwell) to witness some "flying discs". The objects appeared in the west of Birmingham and were traveling southeast. They appeared to be 2000 above the horizon at a 45° angle at an unestimated distance away. They were approximately 2 ft in diameter, and round. They produced a dim glow of light and were traveling at an estimated speed of 500 to 600 MPH. The object (or objects) appeared to be traveling in a definite arc rather than straight, and as soon as one was out of sight, another would appear behind it but not always in the same path. One seemed to come straight up. The view of its source was obstructed by a nearby house but upon reaching the altitude of approximately 2000 ft it started off in the same direction as the others. Sergeant Livingston says that he did not at any time see more than one object at a time, and tho it could have been one object it was his personal opinion that there were seven to ten objects. The discs were silent and appeared composed of a single light.

RESTRICTED

RESTRICTED

*Behar
(6
Inc 454*

Report on Local "Flying Disc"

D333.3 ID (8 Jul 47)

2nd Ind

HQ., AIR DEFENSE COMMAND, Mitchel Field, New York, 25 July 1947.

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTN: AC/AS-2

Forwarded for your information.

FOR THE COMMANDING GENERAL:

3 Incls:

n/c

R. H. Smith
R. H. SMITH
Colonel, GSC
Asst Chief of Staff-Incell.

RECEIVED

30 11 30 PM '47

RESTRICTED

34A-21100R

RESTRICTED

BASIC: Ltr. HQ, BAMED, Birmingham AAF, Birmingham, Ala., dtd 5 July 47,
subj: Report on Local "Flying Disc."

1st Ind.

D

319.1/684
HEADQUARTERS, FOURTEENTH AIR FORCE, Orlando, Florida. JUL 24 1947

TO: Commanding General, Air Defense Command, Mitchel Field, New York.

1. Forwarded for information of your Headquarters.
2. This Headquarters has made no investigation of "Flying Disc" reports because this is an isolated case. *June 56*

FOR THE COMMANDING GENERAL:

W. Murphy

3 Incls: n/c

SEARCHED
SERIALIZED
INDEXED
FILED
JUL 24 1947
AFSC, Hqs, USAF

92715

RESTRICTED

226
24 JUL 1947

RESTRICTED

MEMORANDUM
FOR THE COMMANDER, 3rd MILITARY AIR DISTRICT
BIRMINGHAM, ALABAMA

1007610

6 July 1947

Subject: Report on Local "Flying Disc"

To: Commanding General
MacArthur Air Force, 3d
Air Division, Florida
State: ALA

7795
#56

1. Enclosed herewith is a photograph of the "discarded flying disc" which was reportedly witnessed over Birmingham on the night of Sunday, 6 July 1947.

2. Attention is called to the two light spots on the print and the light trail following the two discs. The arrows at the top of the photograph indicated the direction of flight. This has been examined by professional photographers in Birmingham and their general opinion is that the two spots shown on the light trail ~~are~~ are flashes in the negative, but instead, an actual photograph of the mysterious disc.

3. The undersigned officer did not personally witness the flight of the disc, however, in view of the numerous reports received from the citizens of Birmingham, it is the general opinion in Birmingham that "something was in the air." Attached hereto as Inclosure number two is a statement made by the only military personnel at this organization who personally witnessed the flight of the mysterious disc. For additional information attached as Inclosure number three are clippings from one of the local newspapers giving an account of the man, persons who reported seeing the many mysterious objects.

4. The intelligence officer of the Alabama Military District has forwarded a similar report through ground force channels to the Commanding General, Third Army, Atlanta 3, Georgia.

Jack C. White
JACK C. WHITE
Major, Air Corps
Commanding

- 3 Incls:
1. Photograph
2. Statement
3. Clippings

RESTRICTED

FORM 1

1007610
11/1/47

R E S T R I C T E D

S-T-A-T-I-S-T-I-C

I, Staff Sergeant Ira L. Livingston, RA 14 153 972, Air Corps, have approximately 250 hours flying time as pilot and Armorer Gunner have the following statement to make concerning the appearance of "Flying Discs" in the vicinity of Birmingham, Alabama.

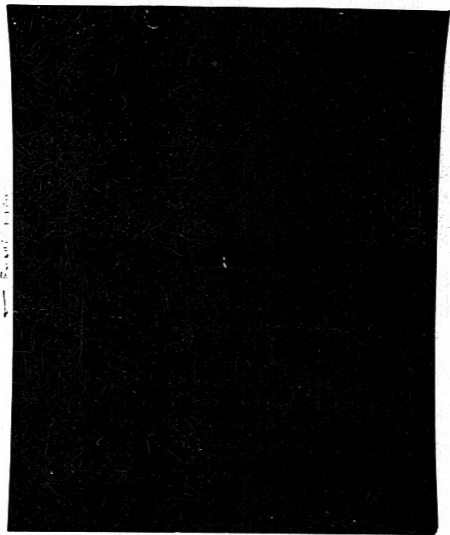
At 2045 hours, 6 July 1947, while I was eating supper at my residence at 1121 Meadow Lane, Green Acres, Birmingham, Alabama, my next door neighbor, Mr. Herman M. Sookwell, called for me to come to the front door that there were some "Flying Discs" outside. Immediately I went out in the front yard to observe the objects. The objects appeared to the West of Birmingham traveling in a South Western direction. They appeared to be approximately 2000 feet above the horizon at a 45 degree angle from where I was standing at an un-estimated distance away. The objects appeared to be approximately two (2) feet in diameter, round in shape, producing a dim glow of light and traveling at an estimated speed of five (5) to six (6) hundred miles per hour. The objects or object appeared to be traveling in a definite arc rather than straight and as soon as one was out of sight another would appear behind it, but not always in the same path. I saw one that seemed to come straight up. The view of where it came from was obstructed by a nearby house; and when it reached the altitude of approximately 2000 feet, it started off in the same direction as the others. I did not at any time see any more than one at the time and even though there could have been on y o s, my personal belief is that there were seven (7) to ten (10). The Discs were silent and appeared to be composed of a single light.

Ira L. Livingston
Ira L. Livingston
Staff Sergeant, RA 14 153 972

Subscribed and sworn to before me this 7th day of July 1947.

James L. VanFoslane
JAMES L. VANFOSLANE
1st Lt. AC
Asst Adj.

R E S T R I C T E D



100-10000-1-100



RESTRICTED

Request for Film of Object Sighted (Birmingham, Ala., Incident #88)

NCIARD

MEMO

27 Feb 48

1

1. Reference is made to the inclosed letter dated 8 July 1947, subject: "Report on Local Flying Disc", regarding an unidentified object photographed over Birmingham, Alabama.
2. A study by photographic engineers of the negative and the information listed below may reveal valuable information regarding the object:
 - a. Name of camera
 - b. Type of film used
 - c. Developer, as well as time and temperature
 - d. Focal length of lens and "F" value used
3. It is requested that action be taken to obtain the original negative and the listed photographic data.

1 Incl
ltr dtd 8 Jul 47 fr
Birmingham AAFSA (in dup)

A. C. LONNIE
Technical Assistant
Analysis Division
Intelligence Department

REL/amb
2-3296
Rm 252
Bldg 11A

RESTRICTED

RESTRICTED
TOP SECRET

HEADQUARTERS
BIRMINGHAM AIR RESERVE TRAINING DEPARTMENT
BIRMINGHAM ARMY AIR FIELD
Birmingham, Alabama

A/JWH/als

8 July 1947

SUBJECT: Report on Local "Flying Disc"

TO: Commanding General
Fourteenth Air Force, ADC
Orlando, Florida
Attn: A-3

1. Inclosed herewith is a photograph of the "publicized flying disc," which was reportedly witnessed over Birmingham on the night of Sunday, 5 July 1947.

2. Attention is invited to the two light spots on the print and the light trail following the two discs. The arrow at the top of the photograph indicates the direction of flight. This has been examined by professional photographers in Birmingham and their general opinion is that the two spots shown on the light trail were no flames in the negative, but instead, an actual photograph of the mysterious disc.

3. The undersigned officer did not personally witness the flight of any disc, however, in view of the numerous reports received from the citizens of Birmingham, it is the general opinion in Birmingham that "Something was in the air." Attached hereto as inclosure number two is a statement made by the only military personnel of this organization who personally witnessed the flight of the mysterious disc. For additional information attached as inclosure number three are clippings from one of the local newspapers giving an account of the many persons who reported seeing the many mysterious objects.

4. The intelligence officer of the Alabama Military District has forwarded a similar report through ground force channels to the Commanding General, Third Army, Atlanta 3, Georgia.

3 Incls
1. Photograph
2. Statement
3. Clippings

WALKER C. WHITE
Major, Air Corps
Commanding

RESTRICTED
TOP SECRET

RESTRICTED

Request for Film of Object Sighted (Birmingham, Ala., Incident #66)

NCIAXD

NOIA

27 Feb 48

1

1. Reference is made to the inclosed letter dated 8 July 1947, subject: "Report on Local Flying Disc", regarding an unidentified object photographed over Birmingham, Alabama.
2. A study by photographic engineers of the negative and the information listed below may reveal valuable information regarding the object:
 - a. Name of camera
 - b. Type of film used
 - c. Developer, as well as time and temperature
 - d. Focal length of lens and "f" value used
3. It is requested that action be taken to obtain the original negative and the listed photographic data.

1 Incl
ltr dtd 8 Jul 47 fr
Birmingham AAPfd (in dup)

A. C. LOREDDIE
Technical Assistant
Analysis Division
Intelligence Department

HEH/amb
2-2205
Rm 262
Bldg 11A

RESTRICTED

RESTRICTED

Request for Film of Object Sighted (Birmingham, Ala., Incident #66)

NCIAXD

NCIA

27 Feb 48

1

1. Reference is made to the inclosed letter dated 8 July 1947, subject: "Report on Local Flying Disc", regarding an unidentified object photographed over Birmingham, Alabama.
2. A study by photographic engineers of the negative and the information listed below may reveal valuable information regarding the object:
 - a. Name of camera
 - b. Type of film used
 - c. Developer, as well as time and temperature
 - d. Focal length of lens and "F" value used
3. It is requested that action be taken to obtain the original negative and the listed photographic data.

1 Incl
ltr dtd 8 Jul 47 fr
Birmingham AAFSA (in dup)

A. C. LOREKING
Technical Assistant
Analysis Division
Intelligence Department

HEL/amb
2-2208
Rm 252
Bldg 11A

RESTRICTED

Incident # 57

(RESTRICTED)

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 20 July 1947 Incident # 57
2. Time 0015Z
3. Location About one hour from Sidney, Newfoundland
4. Name of observer Mrs Messrs Maitland, Lerkin, Douglas and Hamilton
5. Occupation of observer All employees of Hamilton, Metcalfe and Kansas City Bridge Company which concern is doing construction work at Harson Flid
6. Address of observer With above-named concern
7. Place of observation on board the "Burgoo" enroute from Sydney Nova Scotia to Port aux Basques, Newfoundland.
8. Number of objects N/S - saw flashes - 4 or 5 approximately 1 second apart and equidistant.
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S 30° off horizon at an estimated 1/4 mile range
12. Speed high velocity - faster than tracer bullet
13. Direction of flight NNE (30° East of true North)
14. Tactics horizontal flight
15. Sound N/S
16. Size N/S
17. Color N/S - object not seen - flashes were silvery to red in color
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - possibly what was observed was itself the rocket charge
22. Weather conditions Clear and dark
23. Effect on clouds N/S
24. Sketches or photographs none
25. Manner of disappearance N/S
26. Remarks: (over)

RESTRICTED

12.1

RESTRICTED

Observers did not see the object but only four or five flashes approximately one second apart and equidistant. The flashes appeared silvery to reddish in color and were likened to the glow of a firefly excepting they were larger and at equal intervals. The witnesses did not believe the flashes were occasioned by either a shooting star or a plane, because of the evenly-spaced discharges or flashes, the color and the speed.

Corroboration: Capt Gullage, Master of the "Burgoe" also saw the flashes while standing on the starboard deck. He stated that he had seen the same thing at approximately the same time and location on the evening of 15 July 47 except at that time the object or flashes were traveling faster and frequently changed courses ("it changed course abruptly several times") and was headed generally to the SSW.

RESTRICTED

~~RESTRICTED~~

~~CONFIDENTIAL~~

Classification cancelled or
FINAL REPORT OF SIGHTING *and to [unclear]*
Authority of CC. AD-ATC
[Signature]
(Name) (Rank) (Date)

1. Organization: 1388th AAF Base Unit
APO 864, c/o Postmaster, New York, N.Y.
2. Sighting : Flying Disc or other Airborne Object.
3. Place : On board Steamship "BURGOE" enroute from Sydney,
Nova Scotia to Fort aux Basques, Newfoundland,
about one hour out from Sydney. *June 1957*
4. Time : 0015Z 20 July 1947.
5. Altitude : 30° off the horizon at an estimated quarter mile range.
6. Weather : Clear and dark.
7. Heading : NNE (30° East of True North) on horizontal plane.
8. Speed : High velocity, stated to be faster than a tracer bullet.
9. Description : Observers did not see the object, they saw its flashes
and all four observers agreed there were four (4) or
five (5) flashes approximately one (1) second apart
and equidistant. The flashes were said to be silvery
to reddish in color, and were described by two observa-
ers to be like those of a Fire Fly only larger and at
equal intervals, and did not look like a shooting star
or airplane.
10. Reported by: Messrs Haitland, Larkin, Douglas and Hamilton of
Hamilton, Metcalfe and Kansas City Bridge Companies
which concern is doing the construction at Harmon Field.
11. General : The four gentlemen (noted in Par.10) and Captain Ollage,
Master of the "Burgeo", were standing on the starboard
deck, and as the Captain was trying to describe a previous
sighting, he saw the flashes; the other four gentlemen
also saw them as described herein, and believed that it
was not a meteorite or airplane because of its speed,
color, and evenly spaced discharges or flashes.

Captain Ollage told the four gentlemen that he had seen
the same thing at approximately the same time and location
(ship's position) on the evening of 15 July 1947, except
at that time, the object or flashes were traveling faster
and frequently changing course (he said it changed course
abruptly several times) and was headed generally to the

RESTRICTED

~~CONFIDENTIAL~~

~~CONFIDENTIAL~~

RESTRICTED

Final Report of Sighting:

General cont'd

SOW. The Captain also told the four gentlemen that he was willing to make a complete report if the information is desired for official purposes.

William H. Smith

WILLIAM H. SMITH
Captain, Air Corps
Intelligence Officer.

RESTRICTED

~~CONFIDENTIAL~~

Incident # 57

Incident # 58

~~CONFIDENTIAL~~

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 58

1. Date 4 Aug 47
2. Time evening
3. Location NW of Bethel Alaska
4. Name of observer Capt Jack Peck and Co-pilot Vince Daly
5. Occupation of observer Pilot and Co-pilot - Al Jones Flying Svc.
6. Address of observer N/S
7. Place of observation 60° 57' N 161° 48' W
8. Number of objects 1
9. Distance of object from observer 1200 ft
10. Time in sight 4 minutes
11. Altitude 500 to 1,000 ft
12. Speed 520 MPH - 3 times that of C-54
13. Direction of flight NW
14. Tactics N/S
15. Sound N/S
16. Size As large or larger than C-54
17. Color black in color
18. Shape saucer - like that of C-54 (from rear) but without motors or flying wings.
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions brilliant evening sky
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance flew rapidly out of sight
26. Remarks: (over)

CONFIDENTIAL

CONFIDENTIAL

Capt Jack Peck and his Copilot Vince Daly stated that on 4 Aug at sunset they sighted and followed a "flying saucer" northwest of Bethel, Alaska. The object which appeared as large or larger in mass than a C-54 and black in color appeared silhouetted against a brilliant evening sky. In order to avoid a possible collision (being unable at first to determine in what direction the object was moving) they pulled up to about 1200 ft in order to avoid possible collision. The object crossed their path at right angles to them. Seeing that it was moving away from them at a very rapid rate and flying at an altitude of from 500 to 1,000 ft they swung in behind it and followed it at an air speed of 170 MPH but the thing was out of sight in four minutes. They state the object was smooth-surfaced and streamlined and resembled ~~that of~~ a C-54 without motors (from the rear) and was without wings or any visible means of propulsion whatever. Wind was negligible and it was on a NW course.

Official in Charge of the Airlines for which Peck was working states that the pilot is not the "imaginative type".

CONFIDENTIAL

125-

CONFIDENTIAL

BIR
⑧

Letters of National Interest.

D 333.6 ID (19 Aug 47)

2nd Ind.

Hq. AIR DEFENSE COMMAND, Mitchel Field, New York. 9 September 1947

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTN: AC/AS-2, Air Intelligence Requirements Division.

June 58

Forwarded for your information.

FOR THE COMMANDING GENERAL,

~~H. H. SMITH~~
H. H. SMITH
Colonel, GSC
Asst Chief of Staff-Intell.

1 Incl.
n/c

RECEIVED
SEP 13 1947
A A A

CONFIDENTIAL

CONFIDENTIAL

SIOAK 000

ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS
Seattle 4, Washington
19 August 1947

ACSAD

58

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

The attached letter has been received from the MCOIC of the Alaska Communication System station at Bethel, Alaska. It is submitted for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting Executive

1 Incl
Cy ltr fr MCOIC at Bethel
to HQ, ACS, Seattle

333.5/-

1st Ind

4AFDA

Hq FOURTH AIR FORCE, Hamilton Field, California.

3SEP 1947

TO: Commanding General, Air Defense Command, Mitchel Field, N. Y.
ATTENTION: AC of 3, A-2

- Forwarded for your information.
- This headquarters wishes to correct the impression stated in par 2 of the inclosure, that Fourth Air Force claims there are no such "things" (flying disc). It is the opinion of this headquarters that T/4 Harold Johnston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

William J. Turner
WILLIAM J. TURNER,
CWO, U. S. ARMY,
Asst. Adjutant General.

1 Incl:
n/c

CONFIDENTIAL

Off-6
8 SEP 1947

UNITED STATES DEPARTMENT OF COMMERCE

Weather Bureau
Washington 25

Aug 22, 1947

See 54

Chief
Air Weather Service
Gravelly Point, Va.

Attention: A-2

Dear Sir:

Enclosed is a copy of the correspondence concerning "flying disks" which is being forwarded in accordance with a verbal request from your office of this date.

Very truly yours,

/s/

F. W. Reichelderfer
Chief of Bureau

Enclosures 2

Office Memorandum

TO : Lt. Col. George Garrett, AC/AS-2
FROM : Major Genes, A-2, Air Weather Service
SUBJECT: "Flying Disk" Sighting

DATE: 28 August 1947
COMMENT NO. 1
Maj Genes/cj/78074

Jan 54

Reference our telephone conversation this morning, there are attached the letter and inclosures relative to the sighting of a "Flying Disk" by a civilian pilot in the vicinity of Bethel, Alaska.

V. Genes
VICTOR H. GENES
Major, Air Corps
Chief, A-2

1 Attach
Ltr dtd 22 Aug 47 w/2 incs.

CONFIDENTIAL

Ref-c
(6)

SIGAK 000

ALASKA COMMUNICATION SYSTEM, SIGNAL CORPS
Seattle 4, Washington
19 August 1947

ACSAD

SUBJECT: Matters of National Interest.

TO: Commanding General
Fourth Air Force
San Francisco, California

June 55

The attached letter has been received from the NCOIC of the Alaska Communication System station at Bethel, Alaska. It is submitted for your information.

For the Commanding Officer:

/s/ Svend C. Hansen
SVEND C. HANSEN
Captain, Signal Corps
Acting Executive

1 Incl
Cy ltr fr NCOIC at Bethel
to HQ, ACS, Seattle

333.5/ / /

1st Ind

4AFDA

HQ FOURTH AIR FORCE, Hamilton Field, California.

3SEP 1947

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. Forwarded for your information.

2. This headquarters wishes to correct the impression stated in par 2, of the inclosure, that Fourth Air Force claims there are no such "things" (flying disc). It is the opinion of this headquarters that T/4 Harold Johnston has misinterpreted the statement made by the Public Information Officer, Headquarters Fourth Air Force, to the effect that a collision of a flying disc and a surface craft at Tacoma harbor did not take place.

FOR THE COMMANDING GENERAL:

RECEIVED
SEP 1 1947
4AFDA

William J. Turner

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl: (dup)
n/c

ADJUTANT GENERAL
SEP 1 1947

CONFIDENTIAL

CONFIDENTIAL

COPY

BETHEL, ALASKA

5 August 1947

Subject: Matters of National Interest

To: Commanding Officer, Alaska Communication System
850 Federal Office Building, Seattle 4, Washington

1. Per AGAO-S 319.1 the following report is submitted on a matter which may become of National Interest. Captain Jack Peck and his CoPilot Vince Daly have stated that on August 4, 1947 they sighted and followed a flying saucer Northwest of Bethel Alaska. This object was bigger than the Douglas DC-3 they were flying, crossed their course at right angles to them. It was flying at an Altitude of one thousand feet. They swung in behind it and followed it at an air speed of one hundred seventy miles per hour but it was out of sight in four minutes. They state the object was smooth surfaced and streamlined with no visible means of propulsion whatever.

2. It is realized that the Fourth Air Force claims there are no such things but Captain Peck is Chief Pilot for Al Jones flying service and is not a man given to exaggeration. In view of the excellent reputation of Captain Peck and the fact that no one here doubts in the least but that he actually saw this object, this report is turned in for any action deemed necessary by your office.

/s/ Harold D. Johnston
T/4 Signal Corps
Operator in Charge

RECEIVED
AUG 15 1947
COMMUNICATIONS SECTION
344.2700H

+

Inc # 1

CONFIDENTIAL

C
O
P
Y

August 5, 1947

June 54

Regional Director
Weather Bureau Regional Office
Anchorage, Alaska

Subject: Pilot's report of "Flying Saucer" vicinity US.

Dear Sir:

I though you would be interested in the attached report, even though it probably has no meteorological significance.

Mr. Peck related the following additional details in a conversation immediately after the reported flight. He and the copilot first sighted the "saucer" ahead of them and at about the same altitude at which they were flying. It was in silhouette against a brilliant evening sky and they, being unable to determine at first in which direction it was moving, pulled up to about 1200 ft. to avoid possible collision. In this new position they could determine that the object was moving away from them and at a very rapid rate. It appeared to be as large or larger, in mass as a C-54, and black in color. It maintained the same altitude but soon disappeared from sight because of its superior speed, which the pilots estimated roughly to be three times theirs.

I know Mr. Peck well and he is not the imaginative type.

Respectfully,

/s/ R. Allen Showalter

R. Allen Showalter
Acting Official in Charge

VE - Bethel, Alaska

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C
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June 58

KNEW V KEGI #10 D A KEGI 051112Z KNEW GR 101
75 IAW 1. FLMO RPT BY PILOT J PECK OF PECK AND RIC AWES AND
COPILOT VINCE DALY COMMA SEVENTEEN AND SEVEN YEARS EXPERIENCE
RESPT. AT 050820Z ABOUT 10 MILES NORTHWEST US SIGHTED DISCUS
LIKE OBJECT RESEMBLING REAR VIEW OF CHARLIE 3A WITHOUT MOTORS
COMMA OR FLYING WING COMMA ALTITUDE 500 FEET. WIND NEGLIGIBLE
COMMA CAVU COMMA TRUE COURSE NORTHWEST COMMA NO VEH. MEANS OF
PROPULSION. AFTER DETERMINING NO KEPTD TFC AT US PECK FLMO
OBJECT IN DOG CHARLIE THREE FIVE MINUTES AT INDCD AIRSPEED OF
170 MPH BEFORE IT DISAPPEARED. WITH PECKS APPROVAL THIS IS
FMED FOR YOUR IAW. JACOBSON.

C
O
P
Y

Incident # 98

Incluent # 59

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12 Sept 47 Incident # 59
2. Time 45 minutes after sunset
3. Location Midway Island to Oahu - beyond Necker Island
4. Name of observer Capt Stanley S. Griffin &
2d Officer Edward P. Polhemus
5. Occupation of observer Pilot and 2d officer. PAA
6. Address of observer N/S
7. Place of observation Beyond Necker Island (23° 34' N 164° 42' W)
8. Number of objects 1
9. Distance of object from observer 1 mile
10. Time in sight Six seconds
11. Altitude 9,500 to 10,000 ft
12. Speed 1160 MPH (1000 knots)
13. Direction of flight 350° then 109°
14. Tactics Abruptly changed course but observed horizontal flight
holding altitude
15. Sound N/S
16. Size N/S
17. Color N/S (See below - exhaust)
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S - light the color of an incandescent light
without appreciable blue & no reddish tinge
22. Weather conditions dark - 45 minutes after sunset
23. Effect on clouds No effect on clouds
24. Sketches or photographs None
25. Manner of disappearance Appeared to burn out 30 miles ahead of PA plane
26. Remarks: (over)

CONFIDENTIAL

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Plane had just passed Hecker Island at 0535 GCT. At 0558 GCT an intense white light was observed 60° off starboard bow of plane. It appeared similar to the light of an approaching plane except that it was extremely intense. The color was that of an incandescent light without appreciable blue and no reddish tinge. It appeared on a course about 350° true some 5 miles away. The light grew in intensity (but without any change in color) to a point estimated to be one mile off starboard bow of the plane. When the PA plane switched over to manual control the object suddenly veered to an approximate course of 109° and then the bright light appeared to split into two parts and assumed a reddish hue. These two reddish lights did not have the intensity of the white light and appeared about a wing-length apart. As it changed its course the extraordinary speed was noted. It far outraced the Pan American plane and the twin lights appeared to burn out 30 miles ahead. The entire phenomenon was observed for some six seconds. Object was estimated to be traveling 1,000 knots per hour.

NOTE: Both observers thought it could have been a meteor except for the manner in which it held altitude. At no time did it appear to get above or below 9,500 ft. When it disappeared it still seemed at about 9,500 ft. at no time did it give off sufficient illumination to reflect on the cloud formation at 8,000 ft.

Both observers were questioned as to possibility of optical illusion and the probability that the object dropped at an oblique angle but both firmly declared the object apparently changed course and that it appeared to hold altitude throughout the entire time observed.

FAA plane was eastbound from Midway on magnetic course 98, which is approximately 110° true, and flying at 9,000 feet at about 205 knots. It was flying on automatic pilot with Griffin in the right-hand seat in the control cabin and Polhemus in the left-hand seat. It was dark and there were cumulus clouds of about .4 density. The sun had set 45 minutes previously.

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90

SECRET COMMUNITY FORM

OFFICE USE ONLY
61051

ORIGINATOR
DIO, 14 ND

UNIDENTIFIED OBJECT IN FLIGHT OBSERVED BY PAN AMERICAN PILOTS.

DATE OF LETTER
16 Sep 47

ORIGINATOR'S FILE NUMBER
C-0146

DATE IN 'S ONI
19 Sep 47

ADDRESSED TO
ONI

REFERRED TO
Via

KEYED IN

TO INITIAL
BY
22 Sept

OUT (DATE)

Encl: (A) Copy of Memo for DIOB14ND, dtd 16 Sep 47, same subj. (W)

SECONDARY ROUTING BY

TO (S)	INITIAL	TO (S)	INITIAL	TO (S)	INITIAL	TO (S)	INITIAL	TO (S)	INITIAL	TO (S)	INITIAL
VA		DAB									
FOR		FOR		FOR		FOR		FOR		FOR	
OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)		OUT (DATE)	

COMMENTS AND REMARKS



CONFIDENTIAL

14ND/A11/A8-2
Serial C-0146

32V
FOURTEENTH NAVAL DISTRICT JCO/dm

District Intelligence Office
Sixth Floor, Young Hotel
Honolulu, Hawaii

MAIL ROOM

SEP 19 1947

OP-32-C-248

CONFIDENTIAL

16 September 1947

From: District Intelligence Officer, 14th Naval District.
To: Chief of Naval Intelligence.
Subj: Unidentified Object in Flight Observed by Pan American Pilots.
Encl: (A) Copy of Memo for DIO-14ND, dtd 16 Sept. 1947, same
subject.
1. Enclosure (A) is forwarded herewith for information.

R. R. Lyons
R. R. LYONS

cc: FIO-PacFlt (1)
A-2, 7th Air Force, Hickam Field. (1)

CONFIDENTIAL

(Old Naval Station)

16 September 1947

Memo for: DIO-148D.

Subj: Unidentified Object in Flight Observed by Pan American Pilots.

1. At approximately 1000 on 18 September 1947, reporting agent received a telephone call from Lt. Comdr. M. A. YOUNG, USN, Air-Sea Rescue Operations Officer attached to Commander Hamilton Sea Frontier, reporting that a Pan American plane in flight from Midway Island to Oahu on the previous evening had sighted an unusual object in flight about 0800 GMT. Arrangements were made by reporting agent to meet Lt. Comdr. YOUNG and the Pan American pilots at the District Intelligence Office at 1130 that date.
2. With Captain R. B. Lyons, USN, District Intelligence Officer, 14th Naval District, present, Lt. Comdr. YOUNG and Pan American officers were interviewed by the reporting agent. They were, respectively: Stanley S. GRIFFIN, Flame Captain, who has been flying for Pan American for ten years, has 7000 hours in the air, and has flown routes over both the north and south Atlantic and the Pacific Ocean between the Philippines and the Mainland; Edward S. FOLENESS, Second Officer, who has 11 years in aviation, 1700 hours in the air, has been in with Pan American one year on the Pacific route, and for four years was in the Army Air Force flying B-24's in combat flight in the south Pacific, as well as an East Coast training duty. Both aviators impressed reporting agent as completely reliable, intelligent, and keen observers who were attempting to give a factual explanation of an unusual phenomenon.
3. The information as supplied by Pilot GRIFFIN, and concurred in by FOLENESS, is as follows: The Pan American plane was eastbound from Midway on magnetic course 90, which is approximately 120 true, flying at 9000 feet and making 208 knots. The plane was flying on the automatic pilot with GRIFFIN in the right-hand seat in the central cabin and FOLENESS in the left-hand seat. It was dark and at about 8000 feet there were cumulus clouds of about .4 density. Both agreed that the sun had set about 45 minutes previously.
4. The Pan American plane had passed Necker Island at 0820 GMT. At 0825 GMT a white light was observed about 60 degrees off the starboard bow of the plane. This light, according to GRIFFIN, appeared to be the light of an approaching stryphous except that it was extremely intense. It had the color of an incandescent light without appreciable blue and/or reddish tinge. The object appeared to be on a course about 220 degrees true, and when first observed was estimated to be about five miles away. The

CONFIDENTIAL

16 September 1947

Subj: Unidentified Object in Flight Observed by Pan American Pilots.

light grew in size and intensity, but without any change in color, to a point that was estimated to be one mile off the starboard bow of the plane.

5. The pilots were about to switch from the automatic pilot to manual control when the subject veered suddenly to an approximate course of 109 degrees and then the bright light appeared to split into two parts and assumed a reddish hue. These two reddish lights did not have the intensity of the white light and appeared to be about a wing-length apart. As the object changed course, the extraordinary speed was appreciated. The object far outpaced the Pan American plane and the twin lights appeared to burn out at an estimated 80 miles ahead of the Pan American plane. The entire phenomenon, both agreed, was observed for about six seconds. SHEFFIN roughly estimated that the object was traveling at 1000 knots.

6. Both observers expressed familiarity with various and wondrous astronomical phenomena and agreed it could have been a meteor except for the manner in which it held altitude. At no time did the object appear to get above 10,000 feet or below 8,000 feet. When it disappeared, the object still appeared to have about 9,000 feet altitude. At no time did the object give off sufficient illumination to reflect on the cloud formation at 8,000 feet. Both observers were questioned at length about the possibility of an optical illusion and the probability of the object dropping at an oblique angle, but both firmly declared that the object apparently changed course and that it appeared to hold altitude throughout the entire time it was observed.

7. This information was passed by telephone to Fleet Intelligence Officer, Pacific Fleet, and to A-2 of the 7th Air Force at Hickam Field. No evaluation of the unidentified object was possible by any of these agencies.

JAMES C. O'NEIL
Intelligence Analyst

JCC/da

14ND/All/As-2
Serial C-0266

CONFIDENTIAL

16 September 1947

From: District Intelligence Officer, 14th Naval District.
To: Chief of Naval Intelligence.

Subj: Unidentified Object in Flight Observed by Pan American Pilots.

Encl: (A) Copy of Memo for DIO-14ND, dtd 16 Sept. 1947, same
subject.

1. Enclosure (A) is forwarded herewith for information.

R. E. LYONS

cc: FIO-PacFlt (1)
A-2, 7th Air Force, Hickam Field. (1)

Incident # 99

Incident # 80

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 47 Incident # 604
2. Time 1000
3. Location Cordroy, Newfoundland - 47° 52' N 59° 21' W
4. Name of observer Mr Evans
5. Occupation of observer N/S
6. Address of observer Cordroy, Newfoundland
7. Place of observation Cordroy, Newfoundland
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed very fast
13. Direction of flight couldn't ascertain
14. Tactics N/S
15. Sound N/S
16. Size dinner plate
17. Color between red and yellow
18. Shape circle
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails Had tail on it of yellowish hue which was not as bright as circle and seemed a little over a yard long.
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "hardly in sight before it disappeared"
26. Remarks: (over)

RESTRICTED

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Witness stated that if the object were a shooting star it was larger than any he had ever seen and much brighter than anything he had ever observed in the sky. It appeared round with a yellowish tail which was not as bright as the circle. The circle itself appeared to be sort of red and yellow and about the size of a large dinner plate. It went so fast that it was hardly in sight before it disappeared. It was traveling much closer than a shooting star. Witness sure it did not in any way resemble a shooting star nor a plane.

See Legge account (Incident 60) and Albert Sams' account (Incident 60)

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 July 47 Incident # 606
2. Time 1000
3. Location Cordroy, Newfoundland - 47° 52' N 59° 21' W
4. Name of observer Albert Summs
5. Occupation of observer N/S - child of 12
6. Address of observer Cordroy, Newfoundland
7. Place of observation N/S Cordroy, Newfoundland
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight "only a minute"
11. Altitude N/S - flying at height of plane which is flying high
12. Speed terrific
13. Direction of flight N/S
14. Tactics N/S - "shot down very fast" - See Mrs Summs' account as told by her son Albert
15. Sound N/S
16. Size N/S
17. Color bright reddish yellow
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S - witness affirms it was "clear" and at dusk
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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Albert Semms is a twelve-year old boy. He was alone when he saw the object. He thought it was flying at the height of a plane at high altitude but that it looked strange for an airplane because it was lit up so brightly- it was not carrying lights ("planes do have a light or two") It was of a bright reddish yellow color. Witness saw it only momentarily because of the tremendous speed. "I saw it only for a minute because it was traveling at a terrific speed."

His mother, Mrs. Semms, is the Post Mistress of the town and after hearing her son's description felt that it answered the description of the "flying disc". She added that Albert didn't believe the thing was a plane since "it wouldn't shoot down like that did" and "besides it was too 'lit up'".

See Legg account (Incident 60) and Evans' account (Incident 60a)

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Classification cancelled or
changed to Restricted
FINAL REPORT OF SIGHTING

authority of CC, AD-ATC

(Name) (Rank) (Date)

1. Organisation: 1388th AAF Base Unit
APO 864, c/o Postmaster, New York, N.Y.
2. Sighting : Flying Disc or other airborne object.
3. Place : Codroy, Newfoundland, 59°03' N Long.; 47°50' W Lat.
4. Time : 0030Z hours, 11 July 1947.
5. Altitude : Approximately 6,000 feet.
6. Weather : Clear; at dusk.
7. Heading : From northwest heading eastward.
8. Speed : Very high velocity.
9. Shape & Size: Disc shaped; was reported as being the size of a barrel-head, dinner-plate and size of a plane that is flying high. The trail gave the whole object the appearance of a cone.
10. Color : Flame colored with a trail of a lighter flame color.
11. Reported by : Mr. John Leggs, Mr. Wm. Evans and Albert Sams of Codroy, Newfoundland.
12. General : Mr. Leggs and Mr. Evans were standing outside Mr. Leggs's store when they both sighted the object. Both men stated that the disc was very bright with an after-glow which made the object look like a cone. It was a very clear night. In spite of the high velocity of the flying object, they said they could not possibly have mistaken it for a plane or a falling star. Besides the two men, the object was sighted by Albert Sams; he reported what he had seen to his mother. Mrs. Sams stated that Albert was in no way alarmed about it, he was alone and on his way home when he sighted it, and watched it while it was in sight. Albert was quite convinced from the color and behaviour of the object that it was not a plane, but definitely some flying object.

The informant, Mr. Leggs, is believed to be reliable. He is a man of approximately forty; has had considerable experience as foreman of Buchans Mine, Newfoundland, where he was in charge of three hundred men. During the war, Mr. Leggs was a member of a civilian volunteer Air Detection Corps. With that background, Mr. Leggs stated that he felt sure that the object he had seen was something new which he had never seen before.

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~~CONFIDENTIAL~~

end 2

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~~CONFIDENTIAL~~

Final Report of Sighting

General cont'ds

Albert Samms is a twelve year old boy. He was alone when he saw the flying object, he was very definite that he had never seen anything like it before. His mother, Mrs. Samms, is the Post Mistress of the town, and after hearing Albert's description, felt that it answered to the description of a "Flying Disc". Mr. Legge reported his sighting shortly afterwards to Mrs. Samms because he was sure it should be made known to her in order that the incident might be reported by telegram immediately.

There was one other sighting reported from a River Warden at South Branch. The man could not be contacted at time of interviews with other parties. However, a second-hand description of his sighting was obtained, and it agreed with the sightings at Codroy.

William H. Smith
WILLIAM H. SMITH

Captain, Air Corps,
Intelligence Officer.

RESTRICTED

~~CONFIDENTIAL~~

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STATEMENT OF MR. JOHN P. LEGGE, CORDROY, NEWFOUNDLAND. TAKEN BY
MERCEDES BURKE OF THE INTELLIGENCE OFFICE, HARMON FIELD, NEWFOUND-
LAND. 17 July 1947.

At approximately 10 o'clock in the evening of 10 July 1947 I was standing by my store deer; I happened to look up and saw what appeared to be a "FLYING SAUGER". It definitely was not a shooting star; I'd seen several stars shoot before, but never like this! nor was it an airplane, it was too "lit up" and traveling at too great a speed. It wasn't an airplane on fire because it would have fallen in the water. It was a nice clear night, no clouds, it was just getting dark. I would say it was traveling at the rate of a shooting star but much slower. I'd say roughly at 6,000 feet. It was visible for about fifteen (15) seconds. It came from the North West heading Eastward. The circle looked to be about the size of a barrel head, and the trail behind looked to be about fifteen (15) feet long. The trail behind the disc made the whole object look like a cone. Another thing that makes me feel sure it wasn't a shooting star is; a shooting star usually leaves a temporary streak, this object I saw left no streak only the one that appeared to travel behind the circle which looked like an after-glow. The circle was a bright red, nearest I could describe it would be the color of a flame, the after-glow (cone-shaped) was a fainter shade. What I saw last Thursday night resembled a shooting star in no way whatsoever. There was only one.

John P. Legge
JOHN P. LEGGE

Witness: *F. W. ...*

Witness: *Mercedes Burke*

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STATEMENT OF MR. WM. EVANS, CORDROY, NEWFOUNDLAND. TAKEN BY
MERCEDES BURKE OF THE INTELLIGENCE OFFICE; HARMON FIELD, NEW-
FOUNDLAND. 17 July 1947.

At approximately 10 o'clock in the evening of 10 July 1947, I was standing outside Mr. Legge's store talking with him. We both saw this thing dash across the sky. I couldn't be accurate about the directions. If it was a shooting star, I'd never seen one as large before, and it was much brighter than anything I've ever seen in the sky. It looked to be a round object. I couldn't say it was anything else but round; it had a tail on it which showed yellowish, but not as bright as the circle which appeared and nearest I could describe it would be sort of red and yellow. The streak behind, I would say, was little over a yard long; the circle looked to be about the size of a large dinner plate. It went so fast, it was hardly in sight before it disappeared. I could not give any idea of the height; all I can say is it was much slower than a shooting star and travelling at a great speed. Whatever it was it was flying through the air; it wasn't just a streak across the sky. To me it wasn't in any way like a shooting star, and I am sure it wasn't an airplane. I called it a "FLYING SAUCER" because it seemed exactly like what we had been hearing so much about on the radio.

Wm Evans

WM. EVANS

Witness: *F. W. Tompkins*

Witness: *Mercedes Burke*

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STATEMENT OF ALBERT SAMMS, CORDROY, NEWFOUNDLAND. TAKEN BY
MERCEDES BURKE OF THE INTELLIGENCE OFFICE, HARMON FIELD NEW-
FOUNDLAND. 17 July 1947.

Last Thursday night I was out by our house. I happened to look up and saw what I thought was an airplane. It was flying at the height of a plane that is flying high. Then I thought it looked strange for an airplane, because it was all lit up so bright, planes do have a light or two, but this thing was very bright - sort of a bright reddish yellow. I saw it only for a minute because it was travelling at a terrific speed. It shot out of sight so quickly I thought it strange if it was an airplane. THEN, I remembered what I'd been hearing about "LIGHT SAUCERS" I ran in and told my mother.

Albert Samms
ALBERT SAMMS

Witness: F. W. [unclear]

Witness: Mercedes Burke

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4 Albert rushed in and told me about this thing he'd just seen. at first he thought it was an airplane but then he remembered having heard about "FLYING SAUCERS" and he thought that's what it must have been. I questioned him; he said it couldn't have been a plane because a plane wouldn't sheet down like that did, besides it was too "lit up"

Mr. Legge reported the same thing to me in order that I might report same to St. John's in the morning.

Mrs JOHN SAMMS.

Mrs John Samms.

RESTRICTED

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DocIdant # 60

Incident # 88

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 61

1. Date 8 Sept 47
2. Time 2230 P. M.
3. Location Logan, Utah
4. Name of observer Mr and Mrs. Richard Anderson
5. Occupation of observer N/S
6. Address of observer Logan, Utah
7. Place of observation Logan, Utah 40° 45' N 111° 54' W
8. Number of objects Approx a dozen
9. Distance of object from observer N/S
10. Time in sight N one to 2 minutes
11. Altitude 2,000 to 3,000 ft
12. Speed "faster than birds"
13. Direction of flight north
14. Tactics circle city in approx one to two minutes observing group formation.
15. Sound N/S
16. Size about the size of pigeons
17. Color white and illuminated
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N cloudy
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance in flight to the north
26. Remarks: (over)

RESTRICTED

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Mr. & Mrs. Anderson stated that they in company with a Mr. & Mrs. Gaylon Caldwell saw approximately 12 objects flying in group formation at about 2,000 or 3,000 ft in the air. In size they resembled pigeons but seemed to be white and illuminated. They were certain they were not birds as they appeared to be moving faster than birds and they circled the city in approximately one to two minutes. Saw no wing movement during the flight. They couldn't make up their minds as to exactly what they saw.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **8 Sept 47** Incident # **61a**
2. Time **Approx 10:30 P. M.**
3. Location **Logan, Utah**
4. Name of observer **Mr & Mrs. Norman Hall**
5. Occupation of observer **N/S**
6. Address of observer **N/S Logan, Utah**
7. Place of observation **Logan, Utah 40° 45' N 111° 54' W**
8. Number of objects **N/S**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **N/Sx Much faster than birds**
13. Direction of flight **clockwise above city**
14. Tactics **changed formation**
15. Sound **N/S**
16. Size **approx that of star**
17. Color **N/S**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Cloudy**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **Saw a group of flying objects similar in appearance to a group of moving stars which traveled clockwise above the city.**
(over)

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At first the objects were thought to be the lights of a plane. However they seemed to change in formation. Thought that objects traveled much faster than birds.

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OFFICE MEMORANDUM

TO: Director, FBI
FROM: SAC, Salt Lake City
SUBJECT: FLYING DISCS.

DATE: September 15, 1947

Rebylet tenth instant.

On September 10, 1947 an item relative to flying saucers appeared in the Salt Lake Tribune indicating that two young couples, Mrs. and Mr. GAYLON CALDWELL and Mr. and Mrs. RICHARD ANDERSON, Logan, Utah, who had been playing bridge, reported that they saw three brief flights of saucers, the first at 10:40 p.m. and two more before 11:10 p.m. the evening of September 8, 1947. This news article also contained the names of KEITH HUGHES, JOAN CROOKSTON, and Mr. and Mrs. FRED TRENELL of Logan who had likewise made separate reports of having observed these flying discs.

Mr. and Mrs. RICHARD ANDERSON, when interviewed by an Agent of this office, advised that they, in company with Mr. and Mrs. GAYLON CALDWELL, observed approximately a dozen objects flying in group formation at about two or three thousand feet in the air. They stated that they first observed these objects on September 8, 1947 at 10:30 p.m. when their bridge game broke up and both couples were out on the porch. The ANDERSONS believed these objects to be similar in size to pigeons and stated that they seemed to be rather white and illuminated. They informed that the objects could have been birds; however, they appeared to be moving faster than birds as they circled the city in approximately one to two minutes, and then disappeared in a northern direction.

Mr. and Mrs. ANDERSON claimed to have observed no wing movement during the flight, and are unable to make up their minds as to exactly what they saw. Mr. ANDERSON informed that Mr. and Mrs. CALDWELL are presently en route to an unknown city in Nebraska.

Mr. KEITH HUGHES and JOHN CROOKSTON both advised that they were unable to state how their names appeared in the newspaper as having observed what they saw. Mr. ANDERSON informed that Mr. and Mrs. CALDWELL are presently en route to an unknown city in Nebraska.

Mr. KEITH HUGHES and JOAN CROOKSTON both advised that they were unable to state how their names appeared in the newspaper as having observed flying saucers inasmuch as neither had ever had the opportunity to view these flying objects, and the newspaper report was erroneous.

Mrs. FRED TRENELL advised that she, her husband, and five other people had observed flying objects between 10:30 and 11:00 p.m. on the evening of September 8, 1947. She stated that they saw five groups, each containing thirty-five to sixty small objects, which were rather yellowish white in color and were circling the city at a high rate of speed. Mrs. TRENELL stated that these objects were several thousand feet in the air and it was impossible for them to determine the size due to the distance, speed and cloudy conditions.

Mrs. TRENELL informed that Mr. and Mrs. HUGHES HILL, Mr. and Mrs. E. P. ANDERSON, and Mrs. HUGHES HUGHES were present and observed the flying objects; however, none of them were able to determine what these objects might have been.

COPY
61a

Mr. and Mrs. NORMAN HALL, Logan, Utah, advised that they viewed flying objects traveling clockwise above the city at approximately 10:30 p.m. the evening of September 8, 1947. They informed that they first believed the objects to be lights of an airplane. However, these objects seemed to change in formation and appeared to be similar to a group of moving stars.

Mr. and Mrs. HALL believed these objects were traveling much faster than birds.

It was determined that Mr. and Mrs. H. P. ANDERSON and Mrs. BESSIE BENDRICKS were not available for interview:

Captain RE. MASON, Military Intelligence Division, Fort Douglas, Salt Lake City, Utah, is being advised by letter of the results of this investigation.

In view of the indefinite information furnished relative to this matter, no further investigation is being conducted by this office.

SMK:LMS

AMSD

Incident # 88

Incident # 62

INCIDENT SUMMARY SHEET
(To be filled out and retained in files)

Incident # 62

1. Date of Observation **5 Sept 1947**
2. Time of Observation **between 10:30 and 11:00 P. M.**
3. Where was Object(s) Sighted **Logan, Utah 40° 15' N, 111° 54' W**
4. Observer's Position **ground**
(i.e. ground, air, control tower, etc.)
5. Name and Address of Observer **Mr & Mrs. Fred Tuppell**
6. Occupation and/or Hobbies **N/S**
7. Attention Attracted to Object (s) By **N/S**
8. Number of Object(s) Sighted **5 groups each of 35 to 60 small objects**
9. Size of Object(s) **"small"**
10. Color of Object(s) **yellowish-white**
11. Shape (Sketch if Possible) **N/S**
12. Nature of Luminosity **N/S**
13. Estimated Distance of Object from Observer **N/S** **several thousand feet high**
14. Speed of Object(s) **high rate of speed**
15. Time in Sight **N/S**
16. Tactics **N/S**
17. Sound Made by Object(s) **N/S**
18. Direction of Flight of Object(s) **circled the city**
19. Apparent Construction (Of What Material or Substance) **N/S**
20. Effect of Objects on Clouds and/or Exhaust Trail **N/S**
21. Weather Conditions Existing at the Time **cloudy**
22. Peculiarities Noted **N/S**
23. Summary of Incident **Mr & Mrs Fred Tuppell advised that they and five other people observed five groups each containing 35 to 60 small objects of yellowish-white color circling to city at a high rate of speed. They were several thousand**

This form is for use by non-technical qualified interviewers

feet in the air and it was impossible to ascertain the size due to the distance, speed and cloudy conditions.

see also Incident 61. and 61a.

Incident # 82

Incluent # 63

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 12:05 P. M. Incident # 63
2. Time 29 July 47
3. Location 1/4 mile NW of Canyon Ferry while proceeding NW along road leading from Canyon Ferry to York - some 25 miles NE of Helena
4. Name of observers R. J. Madden et al
5. Occupation of observer Division Plant Engr. The Pac. Tel & Tel Co.
6. Address of observer The Pac. Tel & Tel Co.
7. Place of observation 25 NE of Helena, Montana
8. Number of objects 1
9. Distance of object from observer 2 to 3 miles
10. Time in sight 5 seconds +
11. Altitude 3,000 ft
12. Speed tremendous
13. Direction of flight NE
14. Tactics Hovering - rising and descending thru vertical distance of some 50-100 ft - then swooping to the NE at tremendous speed
15. Sound N/S
16. Size 3 ft in dia X 3 or 4 inches in thickness - as seen from observers viewpoint. - Apparently huge
17. Color like polished nickel
18. Shape circular
19. Odor detected N/S
20. Apparent construction like polished nickel
21. Exhaust trails N/S
22. Weather conditions Mine sky with scattered small clouds. Bright sunshine causing disc to gleam and shimmer.
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance "melted into thin air"
26. Remarks: (over)

CONFIDENTIAL

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Observers saw bright disc hovering and fluttering in the air. It descended and rose thru a vertical distance of 50 to 100 ft for some 5 seconds and while at the top of an ascent it suddenly swooped to the NE at tremendous speed, traveled some 200 ft and disappeared into the clear air - appeared to "melt into thin air" as a result of the tremendous speed. Appeared to be approximately 3 ft in dia X 3 or 4 inches in thickness from observers' viewpoint - and estimated as considerably greater ~~as they~~ were some 2 or 3 miles from the object.

Witnesses: Steve Herrmann and Karl Herrmann.

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Report on a "Flying Saucer"

At or about 12:06 p.m., July 29, 1947, a sedan, driven by Steve Herrmann and carrying R. J. (Bob) Madden in the front seat and Karl Herrmann in the rear seat, was proceeding northwesterly along the road leading from Canyon Ferry to York, both in Montana some 25 miles N.E. of Helena.

When at a point approximately $\frac{1}{2}$ mile N.W. of Canyon Ferry, (as shown on Forest Service Map to be in the NE $\frac{1}{4}$ of NE $\frac{1}{4}$ of Sec. 10 T10N R1W) Karl suddenly shouted "See it! See it! There's a flying saucer!" Steve immediately slowed down and gradually brought the sedan to a stop, he and Bob meanwhile scanning the sky in the direction pointed by Karl in an effort to see the "flying saucer", but without success.

Approximately ten seconds elapsed between the time Karl reported seeing the "saucer", coming over the horizon at high speed from the southwest, (Karl first thought it a meteor) and travelling northeasterly, and the bringing of the car to a stop.

As the car came to a stop, Steve, Karl and Bob, simultaneously, saw the following:

Directly ahead, (N.W) 2 to 3 miles distant and approximately 3000 ft. above the ground, a bright disc hovering and fluttering in the air. Descending and rising through a vertical distance of fifty or a hundred feet for a period of about five seconds then, while at the top of an ascent, the "disc" suddenly swooped to the Northeast at tremendous speed and disappeared into the clear air within a distance of 200 ft. That is to say it did not pass beyond an obstruction to further visibility but "melted into thin air" as if because of tremendous speed.

This disc was, from the viewpoint of the observers, apparently 3 ft. in diameter, circular and of no great thickness - approximately 3 or 4 inches.

The sky was blue with scattered small clouds, the sun was shining brightly and the disc gleamed and shimmered in the bright sunlight as if covered with highly polished nickel.

After the "disc" disappeared from view, the sedan and its occupants proceeded northwesterly along the road, but could discern no evidence of the presence of the "disc" along or adjacent to that thoroughfare.

It is to be remembered that the dimensions as stated above were as they appeared to the observers some 2 or 3 miles from the "disc" and the true dimensions must be considerably greater.

/s/ R. J. Madden,
R. J. MADDEN,
Division Plant Engr.
The Pac. Tel. & Tel. Co.

CONFIDENTIAL

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COPY

427 W. 3d Avenue
Spokane, Washington
August 8, 1947

Military Intelligence Division, U.S.A.
McChord Field, Washington

Gentlemen:

Following the reading of an account of the visit of Mr. Kenneth Arnold, Boise, Idaho, as published in the Spokesman Review under date of August 7, 1947, the undersigned considered the enclosed account of an observation of a "flying saucer" would be of interest to you.

This account has not been given to any newspaper or other publication as yet.

Yours truly,

/s/ R. J. Madden
R. J. MADDEN,
Division Plant Engr.
The Pac. Tel. & Tel. Co.

CONFIDENTIAL

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFWA
333.5/1208-1

20 August 1947

SUBJECT: Flying Disc.

TO: Headquarters, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. The attached letter was received by this office from Mr. E. J. Madden, Division Plant Engineer, Pacific Telephone and Telegraph Company, on 15 August 1947.
2. No further investigation will be made of this reported incident by this headquarters.

Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, GSC
AC of S, A-2

1 Incl:
As indicated.

DISTRIBUTION:
AAF - 2 cys
ADC - 1 "
6th Army - 1 cy
FBI - 1 cy

CONFIDENTIAL

Incident # 63

Incident # 64

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date ~~September~~ 19 Aug 47 Incident # 64
2. Time 9:30 P. M.
3. Location Twin Falls, Idaho
4. Name of observer Mr. H. H. Hedstrom, his wife, and a neighbor
(Mrs. Smith) Detective Richard A. Franzer of the Twin Falls Police Dept.
and members of the Twin Falls Police Dept.
5. Occupation of observer Executive Director of the Twin Falls, Housing
Authority
6. Address of observer 322 3rd Ave., North, Twin Falls, Idaho
7. Place of observation As above
8. Number of objects undetermined - see below
9. Distance of object from observer Could not be estimated
10. Time in sight ~~for a~~ few minutes at a time
11. Altitude could not be determined
12. Speed terrific
13. Direction of flight NE and came back toward the SW
14. Tactics observed triangular formation
15. Sound N/S
16. Size Could not be estimated
17. Color seen only as a glow going thru the air
similar to that of regular electric lights -
18. Shape Could not be estimated
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails None could be observed -
22. Weather conditions overcast sky at night
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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Mrs Hedstrom saw the first object traveling at a terrific rate of speed in a northeasterly direction. It was out of sight before Mr. Hedstrom & their neighbor Mrs. Shultz could see anything. While discussing this sighting all 3 saw 10 similar objects proceed rapidly in the same direction in the form of a triangle. As they were disappearing 3 of the objects on the left flank peeled off and proceeded in a more northerly direction. The remaining objects appeared to close ranks and proceeded on a NE course. Five minutes later they saw another group of 3 objects proceeding in the same direction in triangular formation. Three to 5 minutes another triangular formation of five or six objects were observed going in the same direction. Then a few minutes later the three witnesses saw large group of objects (some 35 to 50 of them) flying in a triangular formation in the same direction. Approximately 20 or 25 minutes after this group of objects were observed similar objects were noted coming back over the city in a southeasterly direction. Generally they were in groups of 3, 5 and 7 and followed each other at approximately 5-minute intervals.

Mrs. Hedstrom then called Detective Richard A. Frazier of the Twin Falls Police Dept., a next door neighbor who was accompanied by M. E. Rountree and Richard Scott also members of the Twin Falls Police Dept. They observed a group of about 12 objects flying in formation over the city in a southeasterly direction.

Detective Frazier and Mr. Hedstrom stated that the objects were not meteors or comets as they flew on a level line and did not appear to drop. ~~They were not~~ they could not have been birds ~~as they were~~ as the objects appeared lighted from the inside. Said the lights were not a reflection of the city lights

No other persons reported seeing the phenomena but Mr. Hedstrom and M. Frazier stated that it was purely accidental that they had seen the object. No one noticed any flames or anything except the glow of lights.

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OFFICE MEMORANDUM

66-481

TO : Director FBI

DATE: September 2, 1947

FROM : SAC Butte

SUBJECT: FLYING DISCS

Re mytel August 20, 1947.

With reference to the above-described teletype, Mr. E. E. HEDSTROM, 522 Third Avenue North, Twin Falls, Idaho, was the principal source of information. Mr. HEDSTROM, who is the Executive Director of the Twin Falls Housing Authority, explained that he and his wife and Mrs. HENRY SHULTZ, a neighbor, were sitting on their front porch at approximately 9:30 P.M., August 19, 1947. He said that Mrs. HEDSTROM suddenly shouted and pointed to the sky and thereafter stated that she had seen an object traveling at a terrific rate of speed in a northeasterly direction. The object was out of sight before Mr. HEDSTROM and Mrs. SHULTZ could see anything.

While they were discussing what Mrs. HEDSTROM had seen, approximately ten minutes later all three saw ten similar objects proceeding rapidly in the same direction in the form of a triangle. As the group of objects was disappearing, three of the objects on the left flank peeled off and proceeded in a more northerly direction. The remaining objects appeared to close ranks and proceeded in a northeasterly direction.

DEFERRED RECORDING

From three to five minutes later these same individuals saw another group of three objects proceeding in the same direction, and again in the shape of a triangle. From three to five minutes later all three observed another group in a triangular formation consisting of five or six objects. They were proceeding in the same direction.

A few minutes later the three persons saw a large group of objects estimated at from thirty-five to fifty flying in a triangular formation in the same direction. Approximately twenty or twenty-five minutes after the large group of objects was observed, similar objects were noted coming back over the city in a southeasterly direction. These objects were generally in groups of three, five and seven and followed each other at approximately five minute intervals.

Mrs. HEDSTROM called Detective RICHARD A. FRANKS of the Twin Falls Police Department, a next door neighbor, who was then accompanied by E. E. ROSSBERG and RICHARD SCOTT, also members of the Twin Falls Police Department. The three officers watched for a few minutes and observed a group of about twelve objects flying in formation over the city in a southeasterly direction. The members of the Police Department did not continue watching. When Mr. FRANKS later saw other groups, which were also seen by the HEDSTROMS and Mrs. SHULTZ. Mrs. SHULTZ had also called her husband, who saw some of the objects.

On the night in question the sky was overcast and the objects could not be seen closely; however, they were distinct enough so that all persons could observe what they described as a glow going through the air. They said that the objects appeared to be lighted from the inside and were of a color similar to regular electric lights.

Detective FRAZIER and Mr. HEDSTROM both stated that they could not be meteors or comets, that they flew on a level line and did not appear to drop. They flew at a terrific rate of speed and were visible for only a few minutes at a time. Both persons interviewed said that the objects could not have been geese or ducks and that the lights were not a reflection of the city lights on some object or objects.

None of the persons interviewed noticed any flames or anything except the glow of lights. None of the persons who claimed to have seen these objects were drinking at the time. No other persons in Twin Falls reported seeing the objects mentioned herein; however, Mr. HEDSTROM and Mr. FRAZIER stated that it was purely by accident that they had seen the objects and that they would not have seen them unless they were looking for them, because of the speed at which they traveled. On account of the overcast sky they were unable to estimate the size of the objects or the height at which they flew.

No further investigation is being conducted by the Butte Office, and the case is being closed.

RJG:PO'S

Incidente # 69

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OFFICE MEMORANDUM

TO : Director, FBI
FROM : SAC, Baltimore
SUBJECT: FLYING DISCS
MISCELLANEOUS

8/4/47

June 1965

The attached newspaper clipping appeared in the "Morning News" of Wilmington, Delaware, July 8, 1947. It reports that a FORREST WESTON, 123 Rehoboth Avenue, Rehoboth Beach, Delaware, an aircraft pilot, had disclosed that in the past ten months he had twice seen flying discs which he was reported to have described as "flying mayonnaise jars." He was reported to have seen the first flying disc during September, 1946, and to have noted another such object on June 2, 1947.

Mr. WESTON was quoted as having called the Federal Bureau of Investigation and was advised that the Bureau was not interested, whereupon he notified the Eastern Airlines and the Civil Aeronautic Authority of the objects he had seen. Both agencies are reported to have accepted the information stating they would investigate. The clipping further stated that Mr. WESTON had received no answer to date from either agency.

This clipping was submitted to me by the resident agents' office at Wilmington together with the advice that no agent in Wilmington had been contacted by Mr. WESTON. I directed Mr. WESTON be interviewed to determine the full facts.

Mr. WESTON was interviewed and it was determined that his correct name is HORACE P. WESTON. Mr. WESTON advised that he had been an airplane pilot approximately thirty years. He stated that in September of 1946, while flying at an altitude of 1,000 feet, two or three miles south of Rehoboth Beach, Delaware, he noticed a projectile approximately fifteen inches in diameter which crossed his course at right angles and was moving in a west-to-east direction. According to Mr. WESTON, several jets of flame were spurting from the object and it was traveling at a very high rate of speed, 1,000 to 1,200 miles per hour. He stated that in October of 1946, he observed a similar projectile while flying over Rehoboth Beach at 1,400 feet. This was also traveling from west to east.

Mr. WESTON stated that there is little question in his mind but that what he saw was some sort of rocket being tested. He stated that he wished to call the matter to the attention of the appropriate authority inasmuch as he thought that the series of airplane crashes that have occurred recently might in part be explained by what he had observed. He stated that he had reported the information to the Civil Aeronautics Authority and had been telephonically interviewed by a reporter from the Wilmington "Morning News".

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June #65

L/Dir., FBI
5/4/47
Flying Discs
Miscellaneous

Mr. WENTON stated that what he had seen traveled at such a high rate of speed that it was very difficult to describe it, but the description "flying mayonnaise jars" was concocted by the newspaper reporter.

This information has not been brought to the attention of any Army sources in view of the fact that only a preliminary inquiry was conducted on the basis of a news article which sets forth essentially the facts obtained from Mr. WENTON.

No further action in this matter is contemplated by this office unless advised otherwise by the Bureau.

SBearf
62-C
Attachment

Inclante # 55

Incident # 66

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 10 Aug 47 Incident # 66
2. Time 9 o'clock - well after dark
3. Location Near Silver Springs, Ohio
4. Name of observer Lt Colonel, F. L. Walker Jr., GSC
5. Occupation of observer Scientific Branch, Research Group
6. Address of observer B&E, WDCS
7. Place of observation Near Silver Springs, Ohio
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight 3-4 seconds
11. Altitude low flying
12. Speed N/S
13. Direction of flight north to south
14. Tactics ~~unidentified~~ absolutely horizontal
15. Sound N/S
16. Size N/S
17. Color bright orange glow or flame
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails long, straight, narrow white streak of flame
(similar to streak left by tracer bullet) which vanished very quickly.
22. Weather conditions N/S - well after dark
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance simply vanished in mid-air.
26. Remarks: (over)

RESTRICTED

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About 9 o'clock, well after dark, Lt Col F. L. Walker, Jr. GSC, of the Scientific Branch, Research Group, saw a low flying object appear over the top of a barn to his left traveling in an absolutely straight line in an arc of about 70° moving from north to south. The object appeared as a bright orange glow of flame and left behind it a long, straight, narrow white streak of flame similar to the streak left by a tracer bullet and itself, covering an arc of approximately 20° or 30° . There appeared to be a fine mist of smoke trailing behind this streak which vanished very quickly. The object took about 3 - 4 seconds to cover the arc of 70° and then simply vanished in mid air. The path traveled was absolutely horizontal.

Witness states he never observed a comet which acted in this manner and was of the opinion that he had sighted a "flying saucer".

RESTRICTED

DISPATCH

FILE IN WOODS/R 400 Equipment

TO AC of AS-2

Collection Branch

Attn: Lt. Col. Barrett

1. In accordance with my telephone conversation with Mr. Barrett of 10 days ago this is to report an odd phenomenon which I possibly witnessed, which is related to associated with recent reports of flying saucers, etc.

2. On approximately 10 August 1946, about 10:00 AM, while driving on Highway 101, at about 9 o'clock at night, well after dark, I was driving and happened to be looking at the sky when what appeared to be a large, bright, glowing object, the size of a ball to my left and traveled in an easterly direction, at an angle of about 70° moving from north to south. The object appeared to be a streak of light or flame which left behind it a long, white, cylindrical trail. The object appeared to be the streak left by a tracer bullet, and traveled in an easterly direction at an angle of about 70° or 30°. There likewise appeared to be a faint, glowing, circular object which vanished very quickly, however, it was not observed to be a circular object. The object was of 70° and then simply vanished in a matter of a few seconds. The object was absolutely horizontal. Since this phenomenon was observed at night, I have never observed a comet which acted in this manner. It is possible that the object may be the same thing which has been reported in other reports, but I cannot say.

Franklin P. ...

WGDND/R HQO Equipment

Report of Observation

AC of AS-2
Collection Branch
Attn: Lt. Col. Garrett

WGDND, WGDG

11 SEP 1947
Lt. Col. F. L. Walker, Jr./aa/3747

1. In accordance with my telephone conversation with Dr. Carroll of 10 Sept 47, this is to report an odd phenomenon which I recently witnessed, which I believe is associated with recent reports of flying saucers, etc.

2. On approximately 10 August I observed the following near Silver Springs, Ohio. At about 9 o'clock at night, well after dark, I was facing east and happened to be looking at the sky when what appeared to be a low flying object appeared over the top of a barn to my left and traveled in an absolutely straight line for an arc of about 70° moving from north to south. The object appeared to be a bright orange glow or flame which left behind it a long, straight, narrow white streak of flame similar to the streak left by a tracer bullet, and covering itself an arc of approximately 20 or 30°. There likewise appeared to be a fine mist of smoke trailing behind this streak which vanished very quickly, however. The object took about 3 - 4 seconds to cover the arc of 70° and then simply vanished in mid air. The path traveled by the object was absolutely horizontal. Since this appeared very peculiar to me, and since I have never observed a comet which acted in this manner, it is my opinion that what I observed may be the same thing which has been reported as flying saucers by various people.

F. L. WALKER, JR., Lt. Colonel, GSC
Scientific Branch, Research Group

Branch
JAGMTC COMBANDIA
US ARMY AIR CENTER

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Incident # 67

Observer first noticed a white smoke trail and while searching for its source he saw an object 4 to 6 ft. in length by 18 to 14 inches wide and of metal color, which bore off a very bright reflection like highly polished chromium. It was first observed at 1030 position to the automobile. Upon reaching a 1200 position it was engulfed in a puff of dark gray smoke about 10 ft. in diameter. There was a change in the color of the smoke. The object was traveling at a terrific speed and seemed to be in a shallow dive. When the puff of smoke appeared the object disappeared completely. No particles were observed falling from it. The point of disappearance seemed to be about 800 yards in front of Switzer. There was no possibility of being hidden by vegetation or terrain. It appeared rectangular for the most part, but once it appeared to have a very slightly curved top surface. It seemed more like a rocket than disc like. It seemed tilted in a semi circle.

NOTE:

Agent notes the point of observation would afford a sweeping view thru 400 of the canyon and the south side of Walker Creek. (Switzer was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon.) Any object or particles thereof would be in a six square mile area of wooded mountainous terrain full of canyons and ravines.

Agent thought that witness could have EISEN seen a conventional type of Aircraft which due to the distance from which it was observed presented no distinguishing features for the short period it was observed, however agent could not account for the smoke trail.

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HEADQUARTERS FOURTH AIR FORCE
OFFICE OF THE COMMANDING GENERAL
HAMILTON FIELD, CALIFORNIA

SACFM
333.5/5

11 SEP 1947

SUBJECT: Investigation of Flying Disc.

TO: Commanding General, Army Air Forces, Washington 25, D. C.
ATTENTION: AS of AS-2

Attached TOIC for your information.

FOR THE COMMANDING GENERAL

William J. Turner

WILLIAM J. TURNER,
CWO, U. S. Army,
Asst. Adjutant General.

1 Incl:
TOIC, 100n, dtd 20 Aug 47.
(dup)

CONFIDENTIAL

ANSWERS REPLY TO: COMMANDING GENERAL, FOURTH AIR FORCE

CONFIDENTIAL

UNIDENTIFIED OBJECT
44F-1206-1
20 August 1947

MEMORANDUM FOR THE OFFICER IN CHARGE:

1. On 20 August 1947, this agent and Special Agent Hubbard interviewed Mr. Ray A. Switzer, Insurance Adjustor, at his home, 3431 David Way, Sacramento, California, and he stated in substance: On the afternoon of 14 August 1947, he was driving his automobile from Placerville, California, on the Cedar Ravine Road. Mr. Switzer's wife was in the front seat of the automobile and Mrs. Switzer's mother and the two Switzer children were in the back seat of the car. At about 1600 hours they were at a point approximately five miles southwest from Placerville when Switzer saw a white smoke trail out of the corner of his eye. In searching for a rocket ship (R80) he saw an object, four to six feet in length, ten to fourteen inches wide, and of a metal color, bright like highly polished chromium. In relation to the travel of the automobile the object was first seen at 1030, and when the object reached a point at approximately 1200, it was engulfed in a puff of dark gray smoke about ten feet in diameter. The object was traveling at a terrific rate of speed and seemed to be in a very shallow dive. When the puff of smoke appeared, the object disappeared completely and there were no particles seen to have fallen from the smoke. The point where the object was engulfed in the smoke was about eight hundred yards distant (in front of) Switzer with no possibility of the object being hidden from view by vegetation or terrain. The object appeared rectangular in shape except for one very short period of time it appeared to have a top surface that was very slightly curved. Mr. Switzer turned to tell his wife about the object and found her with her mouth open in an effort to say something and with her hand in a pointing gesture toward where the object had disappeared. The object was not very high in relation to the terrain and seemed to be following the contour of a canyon.

2. In a separate interview Mrs. Switzer concurred in the information obtained from Mr. Switzer with the following exceptions: The smoke trail and the puff that engulfed the object appeared dark gray in color and there was no change in the color. Mrs. Switzer estimated the object to be about five feet long and about a foot wide with the top surface being slightly curved. The object appeared to be some larger in front than in the rear.

AGENT'S NOTES: At the time this object was seen, the sun was to the Switzer's back, the sky was clear and the object gave off a very bright reflection. Mr. Switzer has been connected with the field of insurance investigation for the last eighteen years and appears to be a man not desirous of publicity. The other passengers of the car did not see the object. Mr. Switzer is in the process of moving to a ranch near Placerville, Calif., and his new address will be Box 43, Auburn, Eldorado County, Calif., and has been made to meet Mr. Switzer at 1400, 26 Aug 47 at Raffels Hotel, Placerville, Calif., for the purpose of going back over Cedar Ravine Road to locate the point where the object disappeared.

Bryden E. Moon, Special Agent, 44F/OIC

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UNIDENTIFIED SUBJECT
4AF-1208-1

3. On 25 August 47, S/A Hubbard and this agent contacted Mr. Ray Switzer, Insurance Adjustor at the Affairs Hotel, Placerville, California. After traveling Cedar Grove road to a point nine miles southeast of Placerville, known as Jack's Bar, Switzer decided that the place from where he had observed the object on 16 Aug 47 was nearer to Placerville. After a thorough check of the road, Switzer believed the spot where he had observed the object to be on the ridge just north of Webber Creek where the road breaks over the summit. This point is two miles from the Affairs Hotel, Placerville, California, on the Cedar Grove Road. As the road approaches the summit it curves to the left which would provide an observer from an automobile a sweeping view through 400' of the canyon and the horizon on the south side of Webber Creek. This point of observation lies 38° 42' 45" North Latitude and 120° 47' 15" West Longitude. The elevation at this point is 2,000 feet above sea level. The horizon from this point in the south is formed by a series of mountain peaks which lie generally through 38° 39' 45" and which are on the south side of Squaw Hollow Creek, a distance of four miles, and ranging in elevation from 2,300 feet to 2,500 feet above sea level. Switzer was not definite as to what part of the field of view he had seen the object and indicated that it could have been as far as the horizon. Any object, or particles of an object, that Switzer saw, if on the ground on the field of view, would be in a six square mile area of wooded, mountainous terrain which is full of canyons and ravines.

SWITZER'S NOTES: This agent believes that Switzer could have seen an aluminum surfaced conventional type aircraft which, due to the distance at which he observed it, distinguishing features were not seen because of the bright reflection and the short period of observation. The aircraft would have been coming from the left as Switzer turned to the left, thereby giving the effect of a much greater speed than the object was really traveling. This agent has no explanation as to the smoke trail observed by Switzer. If reconnaissance is desired of the area to see if anything can be located on the ground, this agent suggests that a small type aircraft similar to an L-6, be used in low level flight between the hours of 1100 to 1300. Switzer was very cooperative and expended much of his own time in an effort to be of as much service as possible. Switzer will communicate with the AC of 3, A-2, Headquarters Fourth Air Force, Hamilton Field, California, in the event of any report of aircraft wreckage in the area.

4. On 26 Aug 47, a check with Ranger Dixon, State Forest Service, Camino, California, and George J. Young, Forester, Federal Forest Service, Placerville, California, provided the following information: There has been no forest fires or reported aircraft crashes in the area in question within the last month.

Bryden E. Moon, Special Agent, 4AF CIC

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UNIDENTIFIED SUBJECT
4AF-1208-I

AGENT'S NOTES: Forester Young will communicate with the AG of S, A-2, Headquarters Fourth Air Force, Hamilton Field, California, if any information regarding wreckage of an aircraft is located in the area in question. Young was not informed of the mission and was led to believe that the mission was an effort to locate possible aircraft wreckage in the area.

RECEIVED
Bryden B. Moon, Special Agent, 4AF CIC

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COPY

1030 hours 18 August 1947

Telephone message received from Mr. Al Beck, City Editor, Oakland Tribune:

Mr. Ray A. Switzer, 3431 David Way, Sacramento 2, Calif, and insurance executive with the firm of McGuire and Wallis, of Sacramento, reported the following incident:

At 4:30 P.M. on August 14, while driving on Cedar Ravine Road, 4 to 5 miles southeast of Placerville, Calif, he, accompanied by his wife, observed a "vapor" trail moving from north to south. Closer observation revealed a piece of "shiny metal" at from 500 to 1000 feet altitude moving at a "high rate of speed". The object appeared to be more "rocket-shaped" than disc-shaped. It appeared to be approximately 5 feet in length and was "tilted in a semi-circle".

The object struck the ground with a "puff of black smoke" about 100 feet below the top of a hill which was approximately 750 feet ahead of the automobile driven by the observer. An intervening canyon prevented investigation of the location where the object was observed to have landed.

The observer is able to identify the location where the object was observed to land.

(Mr. Switzer is a University of California graduate, and is personally known by members of the Oakland Tribune staff. He is a brother-in-law of Col. Gray of the Marine Hospital of Southern California)

CONFIDENTIAL

Incluent # 67

Incident # 66

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **24 June 47** Incident # **68**
2. Time **afternoon**
3. Location **Cascade Mts. (Portland, Oregon)**
4. Name of observer **Fred M. Johnson**
5. Occupation of observer **Propagator**
6. Address of observer **Globe Hotel, 106 E. W. 1st Ave, Portland.**
7. Place of observation **Cascade Mts**
8. Number of objects **5 or 6**
9. Distance of object from observer **overhead at 1,000 ft**
10. Time in sight **45 - 60 seconds**
11. Altitude **6,000 ft from sea level**
12. Speed **N/S**
13. Direction of flight **SE**
14. Tactics **banking**
15. Sound **none**
16. Size **about 30' dia**
17. Color **N/S**
18. Shape **round with tail**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **N/S**
22. Weather conditions **Clear**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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While prospecting in the Grande Mts some 5,000 ft above sea level he noticed a reflection. Upon looking up he saw a disc proceeding in a southerly direction. Upon sighting it he placed his telescope to his eye and observed it for some 45 to 60 seconds. At the time the disc was sighted it was banking in the sun. He observed 5 or 6 but concentrated on one. Said they did not fly in any particular formation and he estimated them to be about 1,000 ft from where he was standing. He estimated that they were around 30 feet in diameter and that they had a tail. They made no noise. He noticed that the combination compass and watch in his possession reacted in a very peculiar manner, the hand waving from one side to the other but that this condition corrected itself immediately after the discs had passed out of sight.

NOTE: Informant appeared to be very reliable and advised that he had been a prospector in the States of Montana, Washington and Oregon for the past 40 yrs.

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

AAFSA-1208-1

SUBJECT: Reports of Flying Discs.

SUMMARY OF INFORMATION: Following is copy of report dated 17 Sep 1947,
forwarded to this office on 5 January 1948;

FRED W. JOHNSON, Globe Hotel, 106NW First Avenue, Portland, reported without consulting any records that on June 24, 1947, while prospecting at a point in the Cascade Mountains approximately five thousand feet from sea level, during the afternoon he noticed a reflection, looked up, and saw a disc proceeding in a southeasterly direction. Immediately upon sighting this object he placed his telescope to his eye and observed the disc for approximately forty-five to sixty seconds. He remarked that it is possible for him to pick up an object at a distance of ten miles with his telescope. At the time the disc was sighted by Mr. JOHNSON, it was banking in the sun, and he observed five or six similar objects but only concentrated on one. He related that they did not fly in any particular formation and that he would estimate their height to be about one thousand feet from where he was standing. He said the object was about thirty feet in diameter and appeared to have a tail. It made no noise.

According to JOHNSON he remained in the vicinity of the Cascades for several days and then returned to Portland and noted an article in the local paper which stated in effect that a man in Boise, Idaho, had sighted a similar object but that authorities had disclaimed any knowledge of such an object. He said he communicated with the Army for the sole purpose of attempting to add credence to the story furnished by the man in Boise.

JOHNSON also related that on the occasion of his sighting the objects on June 24, 1947, he had in his possession a combination compass and watch. He noted particularly that immediately before he sighted the disc the compass acted very peculiar, the hand wavying from one side to the other, but that this condition corrected itself immediately after the discs had passed out of sight.

Informant appeared to be a very reliable individual who advised that he had been a prospector in the States of Montana, Washington, and Oregon for the past forty years.

June 26 1948

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HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK
MITCHEL AIR FORCE BASE, NEW YORK

IN REPLY
REFER TO:

D 319.1 ID

JAN 28 1948

SUBJECT: Transmittal of Report of Flying Discs.

TO: Chief of Staff, United States Air Force, Washington 25, D. C.
ATTN: Director of Intelligence, Air Intell. Requirements Div.

Inclosed herewith is a copy of letter, Fourth Air Force,
subject: "Report of Flying Discs," 15 January 1948, with 1 Inclosure,
for your information and file.

FOR THE COMMANDING GENERAL:

R. H. Smith
R. H. SMITH
Colonel, USAF
AC/S-Intell.

1 Incl.
1 tr, 4AF, subj:
"Rpt of Flying Discs."
15 Jan 48, w/1 Incl.

AFOR-CO-5

1st Ind.

Dept. of the Air Force, Hq. USAF, Washington 25, D. C. 9 - FEB 1948

TO: Commanding General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio
ATTN: TSDIN

Forwarded as a matter pertaining to your command.

BY COMMAND OF THE CHIEF OF STAFF:

Douglas W. Eise
DOUGLASS W. EISE
Lt. Colonel, U.S.A.F.
Executive, Air Intelligence Requirements Div.
Directorate of Intelligence

1 Incl.
n/c

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

4AFDA-1208-1

JAN 15 1949

SUBJECT: Report of Flying Discs

TO: Commanding General
Air Defense Command
Mitchel Field, N. Y.
ATTN: AC of S, A-2

Attached report for your information.

1 Incl:
Rpt of Flying Disc (dup)

DONALD L. SPIDNER
Lt. Colonel, USAF
AC of S, A-2

Incl #1 (dup, incl) CONFIDENTIAL

CONFIDENTIAL

AFOR-OO-5

1st Ed.

Dept. of the Air Force, Hq. USAF, Washington 25, D. C. 9 - FEB 1959

TO: Commanding General, Air Materiel Command, Wright-Patterson Air
Force Base, Dayton, Ohio
ATTN: TSSM

Forwarded as a matter pertaining to your command.

BY COMMAND OF THE CHIEF OF STAFF:

DOUGLASS W. EISEMAN
Lt. Colonel, U.S.A.F.
Executive, Air Intelligence Requirements Study
Directorate of Intelligence

1 Incl.
n/c

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HEADQUARTERS FOURTH AIR FORCE
Office of the Assistant Chief of Staff, A-2
Intelligence
Hamilton Field, California

FORM
8-8/1200-1

25 August 1947

SUBJECT: Investigation of Flying Disc.

TO: Headquarters, Army Air Forces, Washington 25, D. C.
ATTENTION: AC of AS-2

1. The attached true copy of the letter of Mr. F. W. Johnson of Portland, Oregon, was received by this officer 22 August 1947.
2. Your attention is invited to the similarity of statement by Mr. Johnson and Mr. Arnold.
3. This letter is being referred this date to the Special Agent in Charge, FBI, San Francisco, for any investigation they may care to make.

Donald I. Springer
DONALD I. SPRINGER
Lt. Colonel, USA
AC of S, A-2

1 Incl:
Cy of ltr fr F.W. Johnson
(in dup)

CONFIDENTIAL

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PORTLAND, OREGON, August 30th 1947

Lt. Col. Donald L. Springer, Assistant Staff

Sir. Saw in the portland paper a short time ago in regards to an article in regards to the so called flying disc having any basis of fact. I can say am a prospector and was in the Mt Adams district on June 24th the day Kennet Arnold of Boise Idaho claims he saw a formation of flying disc. And i saw the same flying objects at about the same time. Having a telescope with me at the time i can assure you they are real and noting like them i ever saw before they did not pass verry high over where i was standing at the the time, plobly 1000 ft. they were Round about 30 foot in diameter tapering sharply to a point in the head end in an oval shape, with a bright top surface. I did not hear any noise as you would from a plane. But there was an object in the tail end looked like a big hand of a clock shifting from side to side like a big magnet. There speed as far as i know seemed to be greater than anything I ever saw. Last veiw I got of the objects they were standing on edge banking in a Cloud.

Yours Respectfully

/s/
F. M. Johnson
106 No. West 1st Ave
Portland, Oregon

A TRUE COPY:

Donald L. Springer
DONALD L. SPRINGER
Lt. Colonel, 26C,
AG of 3, A-2

CONFIDENTIAL

Incident # 68

Incident # 69

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **6 Aug 47** Incident # **69**
2. Time **2230-2245**
3. Location **Philadelphia, Pa.**
4. Name of observer **Kleanor Haddie**
5. Occupation of observer **employed by Geo A. Greenwald Mfg Co.**
6. Address of observer **2114 Hobart St., Philadelphia, Pa.**
7. Place of observation **At observer's home**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **Very fast**
13. Direction of flight **South**
14. Tactics **N/S - apparently straight flight**
15. Sound **slight buzzing after passage of object**
16. Size **Large**
17. Color **white**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Thin streak of grayish smoke**
22. Weather conditions **N/S**
23. Effect on clouds **N/S**
24. Sketches or photographs **none**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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Between 10:30 and 10:45 P. M. 6 Aug 47, Miss Middle was seated on the steps of her home with Cecelia Fine. She was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible just after the object passed thru the air. The object appeared white in color and left a thin streak of smoke which was grayish in color.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date 6 Aug 47 Incident # 69a
2. Time 2230-2245
3. Location Philadelphia, Pa.
4. Name of observer Miss Cecelia Fine
5. Occupation of observer Employed by Pressmen & Gutsen Co., Inc.
6. Address of observer 5617 Arlington St., Phils. Pa.
7. Place of observation 2114 Hobart St., Phils. Pa.
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight N/S
11. Altitude N/S
12. Speed N/S
13. Direction of flight N/S
14. Tactics N/S
15. Sound slight buzzing sound
16. Size N/S
17. Color N/S
18. Shape N/S
19. Odor detected N/S
20. Apparent construction N/S
21. Exhaust trails N/S
22. Weather conditions N/S
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: Miss Fine was sitting on the steps of Miss Huddle's home the evening of 6 Aug 47 around 10:45 P. M. engaged in conversation when
(over)

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she observed that Miss Huddle appeared frightened. As she was facing south she did not see the object after she noticed her companion's change of expression but she did hear a slight buzzing sound.

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TO: Director, FBI

FROM: SAC, Philadelphia

SUBJECT: Flying OBJECT REPORTED OVER PHILADELPHIA
AUGUST 6, 1947
SABOTAGE

DATE: September 18, 1947

inc 769

Re mytel August 7 last.

Miss ELEANOR HADDLE, 2114 Hobart Street, Philadelphia, who is employed by the GEORGE R. GREENWALD MANUFACTURING COMPANY, 1524 Chestnut Street, Philadelphia, advised as follows:

DEFERRED RECORDING

Between 10:30 and 10:45 p.m. on August 6, 1947, she was sitting on the steps of her home with CECELIA FINE. She was facing north and observed a large white object traveling at a very fast rate of speed to the south. There was a buzzing sound, not too loud but plainly audible, just after this object passed through the air. This white object left in its trail a thin streak of smoke, which was grayish in color.

Miss CECELIA FINE, 5617 Arlington Street, Philadelphia, who is employed by the PRESSMAN & GUTMAN COMPANY, INC., Room 1140, P.S.F.S. Building, Philadelphia, stated she was sitting on the steps of Miss HADDLE'S home on the evening of August 6, 1947, around 10:45 p.m. engaging in conversation with Miss HADDLE, when Miss HADDLE abruptly stopped in the middle of her conversation and appeared to be frightened. Miss FINE at that time was sitting in a position in which she was facing south. She did not see any object in the sky after noting Miss HADDLE'S change of expression, but she did hear a slight buzzing sound.

JOHN SWYDER, 1440 Yankirk Street, Philadelphia, an insurance agent, who was a former pilot of B-24's in the Army Air Corps, advised as follows:

He was sitting on the steps of his home around 10:45 p.m. on August 6, 1947, with his wife and his neighbors, the KELLY family, were sitting on their steps next door to the residence of SWYDER. All of the above parties were facing east. SWYDER noticed at this time an object, emitting a bluish-white flame, passing quickly through the air. The object was traveling from northeast to southwest. Using his experience in the Army Air Corps as a guide, SWYDER estimated the above object was between 1000 and 2000 feet in the air and traveling at a rate of between 400 to 500 miles an hour. This object did not lose elevation as it passed through the air and left either smoke or a condensation trail in its former path, which lasted for about two seconds. A hissing sound accompanied the passing of this object. This sound was moderate and not nearly as loud as the noise accompanying the passage of a rocket ship.

HANDLED BY
STOP DESK

Director, FBI

September 18, 1947

JOHN J. KELLY, 1442 Venkirk Street, who is a retired police officer of the Philadelphia Police Department, advised as follows:

Around 10:45 p.m. on August 6, 1947, he and his wife were sitting on the steps of their home, when KELLY noticed an object, resembling to him a giant firecracker, pass quickly through the air. KELLY heard no noise, but the object had completely passed from view in a southern direction within a split second. It left a fiery trail for about 100 feet. August 6, 1947, was a clear night, and no storm was brewing. KELLY was sure the object he saw was no falling star, and he noted the above object did not seem to be falling but maintained the same altitude.

The wives of SNYDER and KELLY verified the accounts of their husbands as to the above-mentioned object.

It is to be noted that the SNYDERS and the KELLYS live in Northeast Philadelphia near Oxford Circle, which is about ten miles removed from the residence of Miss HADDLE. Miss HADDLE's residence is located in the western part of Philadelphia. The Misses HADDLE and FINE are not known to the above-mentioned KELLYS and SNYDERS. It is further noted the observation of Miss HADDLE, the KELLYS, and the SNYDERS roughly correspond. All of the above persons seem reliable and not the type to seek publicity or to spread rumors.

Miss HADDLE and JOHN KELLY called the "Inquirer", Philadelphia newspaper, and inquired if it could offer any explanation as to what they had seen. A representative of that paper had advised Miss HADDLE and KELLY that the object they saw may have been some product of an oil refinery or chemical company in their neighborhood.

Both the Office of Naval Intelligence and Army Intelligence in Philadelphia were requested by the Philadelphia Office to ascertain if either the Army or the Navy was doing any experimental work on new types of planes or equipment, in the vicinity of Philadelphia. Such was done with negative results. The Office of Naval Intelligence indicated that an explosion had occurred at the CHARLES LENNIG CHEMICAL COMPANY on August 6, 1947.

S. A. GIMMEL, Safety Department of the CHARLES LENNIG CHEMICAL COMPANY, INC., 8000 Richmond Street, Philadelphia, advised as follows:

The above company is a manufacturer and distributor of chemicals. A fire had occurred on a dump of the company on August 6, 1947, but was quickly gotten under control. Such fire was confined to the company's premises and could not have been observed from outside the plant. The CHARLES

Director, FBI

September 18, 1947

LENNIG COMPANY is about two and one-half miles southeast from Oxford Circle. The account of the fire does not seem to fit into the general pattern of the above-mentioned flying object, for it is noted that the flying object was allegedly traveling from a position northeast of Oxford Circle to a south-westerly direction in Philadelphia. GINNEL pointed out that, to his best of his knowledge, there are no oil refineries and chemical companies located around Oxford Circle or north of such, but that all of the companies of this type are several miles south of Oxford Circle.

All logical investigation having been conducted, no further action will be taken on the instant matter unless advised to the contrary by the Bureau.

FFB/ctg
98-1782

Incident # 69

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 70A

1. Date 6 Aug 47
2. Time Around 2245
3. Location Philadelphia, Pa.
4. Name of observer John J. Kelley
5. Occupation of observer retired police officer
6. Address of observer 1442 Vankirk St
7. Place of observation above
8. Number of objects 1
9. Distance of object from observer N/S
10. Time in sight gone in a split second
11. Altitude N/S
12. Speed ~~North~~ Very rapid
13. Direction of flight South
14. Tactics N/S
15. Sound No noise
16. Size large
17. Color N/S
18. Shape "like giant firecracker"
19. Odor detected None
20. Apparent construction N/S
21. Exhaust trails "fiery trail for about 100 ft"
22. Weather conditions clear
23. Effect on clouds N/S
24. Sketches or photographs None
25. Manner of disappearance N/S
26. Remarks: (over)

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Around 10:45 on the night of 6 Aug 47, Kelly and his wife were sitting on the steps of their home when Kelly noticed an object resembling (to him) a giant firecracker which passed quickly thru the air. He heard no noise and the object completely passed from view in a southerly direction within a split second. It left a fiery trail for about 100 feet. The object did not lose altitude so he was sure it was not falling star.

NOTE: It is to be noted that the Snyders and the Kellys live in NE Phila. near Oxford Circle (about 10 miles removed from the residence of Miss Haddie - Inc 69) It is further noted that the observations of Miss Haddie, the Kellys and the Snyders roughly correspond. All seemed reliable and were not the types to seek publicity or to spread rumors.

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 70

1. Date **6 Aug 47**
2. Time **Around 2245**
3. Location **Philadelphia, Pa**
4. Name of observer **John Snyder**
5. Occupation of observer **Insurance agent (former B-24 pilot)**
6. Address of observer **1440 Vankir St., Philadelphia, Pa.**
7. Place of observation **above address**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **1,000 - 3000 ft**
12. Speed **between 400-500 MPH**
13. Direction of flight **from NE to SW**
14. Tactics **N/S**
15. Sound **hissing**
16. Size **N/S**
17. Color **N/S**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Smoke or condensation - also emitted bluish white flame**
22. Weather conditions **Clear**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(None)**

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John Snyder, a former pilot of B-24 in the Army Air Corps advised that he was sitting on the steps of his home around 10:45 P. M. the night of Aug 6, 1947 and that his neighbors, the Kelly family, were also sitting on their steps. All parties were facing east. Snyder noticed an object which emitted a bluish-white flame pass quickly thru the air. It was traveling NE to SW. Using his experience in the Army Air Corps he estimated the speed as between 400 to 500 MPH. The object did not lose elevation and left either a smoke or condensation trail in its former path. The vapor lasted for about 2 seconds. A hissing sound accompanied the passing. The sound was moderate and not nearly as loud as that occasioned by a rocket ship.

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Incident # 70

Incident # 71

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CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident #

71

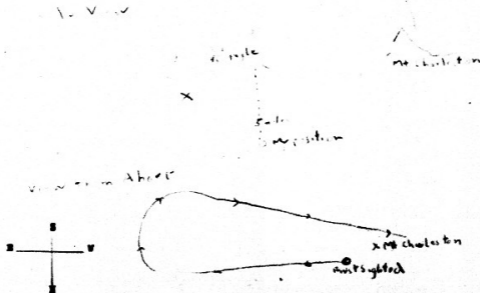
1. Date **8 or 9 Oct 1947**
2. Time **N/S**
3. Location **Las Vegas, Nevada**
4. Name of observer **Thomas L. Moore**
5. Occupation of observer **N/S - Capt. WASH - ex pilot**
6. Address of observer **N/S**
7. Place of observation **Outskirts of Las Vegas**
8. Number of objects **1**
9. Distance of object from observer **1/2 to 5 miles**
10. Time in sight **N/S**
11. Altitude **N/S**
12. Speed **700 to 800 MPH**
13. Direction of flight **East & circled to west**
14. Tactics **Flew straight, turned, flew straight again**
15. Sound **N/S**
16. Size **N/S**
17. Color **N/S**
18. Shape **N/S**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **Trail almost white end of cumulus cloud density**
22. Weather conditions **which lasted approx 15-20 minutes above clouds**
23. Effect on clouds **N/S**
24. Sketches or photographs **sketch of course of object**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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On Oct 8th or 9th, 1947 while witness was driving on the NW outskirts of Las Vegas, Nevada, he observed what appeared to be a ship-writing pilot's trail. He stopped his car to observe it and noticed two things which troubled him. (1) Where the aircraft should have been at the head of the steadily appearing trail there was nothing visible or was too small to see (estimated to be a distance of about 5 miles or less) and (2) the speed appeared startling. Thought it was between 400 and 1,000 MPH but thought more precisely to be from 700 to 800 MPH - too fast for conventional aircraft. The trail he thought could have been smoke, vapor from intense speed or any unknown substance. The color was almost white - much like a cumulo-nimbus cloud and of approximately the same density and it was 15-20 minutes before the trail disintegrated.

The subject took a radius of from 5 to 15 miles to complete a turn (he estimated closer to 10) in an attempt to judge its exact course over topographic features of the surrounding countryside. He stated that since the climate in this vicinity is extremely dry and it was almost a cloudless day that the speed would have to be exceedingly great to create such a trail.



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○ my position

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SUBJECT: STRANGE FLYING MISSILE

TO : AIR FORCES INTELLIGENCE DIVISION

June #71

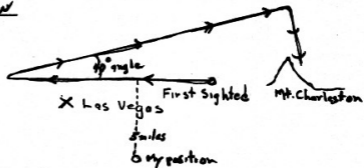
October 13, 1947

1. Be it hereby known that this is not written in jest, or to confuse or distract attention. This is written for its face value, and may be disregarded or investigated as you see fit.
2. On October 8th or 9th, 1947, while driving on the Northwest outskirts of the city of La Jolla, Nevada my attention was attracted to what appeared to be a sky writing pilots trail. I stepped from my car to observe more closely, as two things immediately troubled my mind--where the missile should have been, at the head of the steadily appearing trail, nothing was visible, or was too small to see from what I would estimate to be an actual distance of about five miles or less, but myself to object, also the speed was startling, certainly between 400 and 1000 miles per hour, and I should estimate more precisely at from 700 to 800, still too fast for conventional types of aircraft. The trail this missile was leaving in its wake, may have been smoke, vapor from intense speed, or any unknown substance. Color of the trail being departed was almost white, very much like a cumulo-nimbus clouds color, and of approximately the same density, as it¹⁵ fifteen or twenty minutes before the trail had disintegrated beyond recognition.
3. Path of the strange missile is drawn on the attached map, and was seen by numerous people. At a local airport where I do some flying, a considerable number of inquiries were received as to its origin and identification. Name of airport: Sky Haven.
4. I am an ex-army air force pilot, and a Captain in the Air Corps-Reserve. Know something of aeronautics, ballistics, etc., and have attempted to convey nothing other than facts. The object took a radius of from five to fifteen miles to complete its turn, and I shall estimate closer to ten in attempting to judge its exact course over topographic features of the surrounding countryside. This is a dry climate, and it was an almost cloudless day, so if the trail was vapor and I dare to guess that it was, the speed would have to be exceedingly great to create such a trail in this type of climate.
5. Any further assistance I can be of to you will be a pleasure, or if you prefer that I mind my own business, I can do that too. Merely, felt it my duty to report what you may or may not already know. I am not describing a flying saucer; rather, exactly what I saw.

Very truly yours,

Thomas L. Moore
Thomas L. Moore, O-731888
Capt., Air Corps-Reserve

Side View



View from Above



Incident # 71

Incident # 72

RESTRICTED

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

Incident # 72

1. Date **17 Sept 1947**
2. Time **N/S**
3. Location **Alaska (Ft Richardson (7))**
4. Name of observer **N/S**
5. Occupation of observer **Army Officer**
6. Address of observer **N/S**
7. Place of observation **Near Ft Richardson, Alaska**
8. Number of objects **1**
9. Distance of object from observer **N/S**
10. Time in sight **N/S**
11. Altitude **Below 10,000 ft**
12. Speed **transonic**
13. Direction of flight **N/S**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **2-3 ft diameter**
17. Color **metallic silver**
18. Shape **spherical**
19. Odor detected **N/S**
20. Apparent construction **None**
21. Exhaust trails **None**
22. Weather conditions **Scattered clouds**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **N/S**
26. Remarks: **(over)**

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Two army officers reported to Office, Director of Intelligence, Mg, Alaska Dept., Ft Richardson, Alaska, saying that they had witnessed an object passing thru the air at tremendous speed. Object appeared to be a sphere and did not give the impression of being saucer-like or comparable to a disk. Altho, the first officer stated that it would be impossible to give minute details, the object appeared to be 2 to 3 feet in diameter and did not leave any vapor trail in the sky. He stated the object appeared metallic and silver in color (like that of airplanes) as there was scattered cloud formations at 10,000 ft and the object was noted to be traveling below the cloud formation they were able to determine the approximate altitude. To the second officer the object appeared approximately 10 ft in diameter and compared it to half the size of a full moon on an ordinary night. He estimated the altitude to be only 3,000 or 4,000 ft. The object appeared broadside to the second officer and gave evidence of a spinning motion or did he note a reflection. To him it appeared to be a dull metal finish. In conclusion the second officer pointed out that the object was definitely traveling against the wind.

RESTRICTED

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TO: Director, FBI
FROM: SAC, Anchorage
SUBJECT: Flying Disks

DATE: 9-17-47

True #12

Reference is made to Bureau Bulletin No. 42 dated July 30, 1947.

This is to advise that two army officers reported to the Office of the Director of Intelligence, headquarters Alaskan Department, at Fort Richardson, Alaska, that they had witnessed an object passing through the air at a tremendous rate of speed which could not be judged as to miles per hour.

The first officer stated that his attention was attracted to this airborne object, and he in turn pointed it out to the second officer. The object appeared to be shaped like a sphere and did not give the impression of being saucer-like or comparable to a disk. The first officer stated that it would be impossible to give minute details concerning the object, but that it appeared to be approximately two or three feet in diameter and did not leave any vapor trail in the sky.

DEFERRED RECORDS

Both officers attempted to determine the approximate altitude of the object, and from a weather group stationed nearby it was determined that cloud formations at the time the object was sighted were "scattered above 10,000 feet." The object was noted to be traveling below the cloud formation.

The first officer stated that in his opinion the object appeared to be metallic and was silver in color, much like the color of many airplanes.

The second officer stated substantially the same facts and also pointed out that the object remained within his vision for approximately 15 to 20 seconds. When sighted, the object was traveling due south at a speed considerably in excess of any plane. The second officer stated that the object appeared to him to be approximately 10 feet in diameter and compared it to half the size of a full moon on an ordinary night. The second officer based the altitude at approximately the same as the first officer except for the fact that due to the size he believed the object to be, he estimated the altitude to be only approximately 3,000 or 4,000 feet. The object appeared broadside to the second officer, and no evidence of a spinning motion or reflection was noted. As to the color, the second officer pointed out that it appeared to be a dull metal finish.

HANDLED BY
STOP HERE

Letter to Director, FBI
Re: Flying Disks

9-17-67

In conclusion, the second officer pointed out that one of the remarkable features of this object was that it was definitely traveling against the wind.

The exact date of the sighting of this object was not furnished this office, and inasmuch as it occurred previously to the receipt of Bureau instructions in this matter, no further investigation is being conducted by this office unless specifically requested to do so by the Bureau.

100-1405
ELM:GWR

Incident # 72

Incident # 73

CONFIDENTIAL

CHECK-LIST - UNIDENTIFIED FLYING OBJECTS

1. Date **4 Aug 47** Incident # **73**
2. Time **1600**
3. Location **Boston, Mass**
4. Name of observer **Alphons D. Fuschl, Capt of PA Airways, Inc.
Walter I. White, Navigator**
5. Occupation of observer **Crew of Pan Amer Constitution**
6. Address of observer **25 Redwood Road, New Hyde Park, Long Island**
7. Place of observation **Approximately midway between Everett, Mass
and Bedford Falls Beacon.**
8. Number of objects **2**
9. Distance of object from observer **1 mile away**
10. Time in sight **30 seconds**
11. Altitude **7,000 ft**
12. Speed **175 MPH**
13. Direction of flight **easterly - approx 110° magnetic**
14. Tactics **N/S**
15. Sound **N/S**
16. Size **15 ft long, 2 1/2-3 feet in depth**
17. Color **deep gold**
18. Shape **elliptical**
19. Odor detected **N/S**
20. Apparent construction **N/S**
21. Exhaust trails **None**
22. Weather conditions **5/10 scattered cumulus with tops 1000 Visibility: 10 mi.**
23. Effect on clouds **N/S**
24. Sketches or photographs **None**
25. Manner of disappearance **Lost in clouds**
26. Remarks: **(over)**

CONFIDENTIAL

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At 1600 P. M., 4 Aug 47, midway between Everett, Mass., and the Bedford Radio Beacon, pilot and navigator sighted an unidentified aerial object. The following conditions existed:

Visibility: good
Cloud coverage: 6-8/10ths; tops 10,000 ft
Wind at 8,000 ft: 270/25 MPH
Aircraft: 8,000 ft
Airspeed: 265 MPH
Course: 200° magnetic.

Mr. White, Navigator, called Mr. Fowell's attention to a bright orange object slightly below the level of their aircraft. Mr. Fowell was unable to see the object from his position (left side of cockpit) as he had no visibility to the right and down, from his position. But, upon glancing out his side window he noticed at a 45° angle to the left an unidentified flying object. It was one mile away at approximately 7,800 ft. Mr. Fowell then banked to obtain a better view. He described it as being the length of a P-51 fuselage, blunt at both ends, cylindrical in shape and having a bright orange hue. The object had a definite shape and there was no suggestion of gaseous dissipation (as there would be if the irregular were the result of exhaust from a rocket or jet aircraft). It was traveling at approx 180 MPH, on a course 200° magnetic. It was under observation for approximately 30 seconds. Mr. Fowell lost sight of the object when a cloud came between their aircraft and the object.

AGENTS' NOTES: Mr. A. C. Fowell is a graduate of the Aviation Cadet Flying Trng Program, and has over 4,000 command pilot hours to his credit. He appears calm, and intelligent and not given to flights of fancy. He has a fear of publicity. He stated that he has seen numerous pilot balloons, radiocone devices and tow targets but that the object was definitely not one of them.

EVALUATION: of source: "C"; of information: "3"

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IN REPLY
REFER TO:

HEADQUARTERS
AIR DEFENSE COMMAND
MITCHEL FIELD, NEW YORK

Belice
June 73

D 519.1 (CIB)

15 September 1947

SUBJECT: Transmittal of Summaries of Information

TO: Commanding General
Army Air Forces
Washington 25, D. C.
ATTN: AC/AS-2

Transmitted herewith are two (2) Summaries of Information
regarding the sighting of unidentified flying objects.

FOR THE COMMANDING GENERAL:

K. E. SMITH
Colonel, GSC
Asst Chief of Staff-Intelligence

- 2 Incls:
- Incl. 1-Sumry Info
(W.L. White)(S)
- Incl. 2-Sumry Info
(A.O. Powell)(S)

CONFIDENTIAL

D. W. Regard Incident [#] 73

J. R. 1

Field been in vol.